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Yale and Harvard Boat Racing.

[Edited and published by Lyman H. Bagg.]

CONTENTS.

The Worcester Races of 1870,1	Yale's Time in the Race of 1865,33
Reports of H. W. Raymond, in <i>N. Y. Times</i> ; D. J. Kirwan, in <i>N. Y. World</i> ; E. P. Clark, in <i>Springfield Republican</i> ; "F.," in <i>Hartford Courant</i> ; W. Blaikie, in <i>N. Y. Tribune</i> ; W. M. Olin, in <i>Boston Advertiser</i> ; Comments of the <i>Worcester Gazette</i> on the Decisions of the Referee; Before the Freshman Race; "Some Corrections" of "C.," in Behalf of Harvard; Reply of W. W. Scranton, in Behalf of Yale; Comments of <i>N. Y. Nation</i> and of the <i>N. H. Journal & Courier</i> ; A Harvard Demand for a Straight-Away Course.	Statement of Wilbur Bacon, in <i>Wilkes's Spirit of the Times</i> ; Letter of the Referee, Joshua Ward; Sworn Affidavits of Citizens.
The Advocate-Courant Controversy, ...13	Historical Outline of the Past,37
Opening Shots of the <i>Advocate</i> , Oct. 14; WORCESTER ONCE MORE, Oct. 29; Communication, Opinions of the Referee, etc., Nov. 11; Addenda et Corrigenda, Nov. 19; Second Communication, etc., Nov. 25; Silence gives Consent, Dec. 3; A Voice from Brown, Dec. 17.	The First Race at Center Harbor, 1852; Second at Springfield, 1855; Disaster at Springfield, 1858; Organization of Union-College Regatta, 1859; Second and Last Trial, 1860; The Seven University Races, 1864-70; The Seven Minor Races of this Period; Variation in the Management; How Yale's Desire for a Straight Race grew into a Demand.
Official Correspondence,25	Proposed System for the Future,40
The Eleven Letters between the Harvard and Yale Boat Clubs; The Yale Card in the <i>Boston Journal</i> ; Explanatory Note by the Compiler.	The Two Conditions of a Successful Race; The Old Course at Worcester a Bad One; The New Course above Springfield an Undesirable One; The Regular Springfield Course a Good One; The New London Course the Best; The Question of Hotels; No Necessity for "Making a Night of It"; Laying out an Immovable Course; The Champion Flags; The Time of the Race Fixed without Challenges; College Races Encouraged—None Others Allowed; Money Wanted to pay Expenses, not as Prizes for the Winners; Boat Racing in the Smaller Colleges; The Cost of University Boat-Racing; How the General College Races Should be Managed; Scientific Undergraduates on the University Crew of Yale? Concluding Appeal.
"The Rowing Association of American Colleges,"29	
Convention at Springfield; Advantages of the New London Course; Rules and Regulations; The <i>Harvard Advocate</i> on the Situation (two articles, June 9 and 23).	

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EXPLANATORY NOTE.

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The object of the present compilation is chiefly to render accessible the printed facts and comments which have made up what has been known as the "boating controversy," and thus provide against any re-opening or further continuance of the dispute. Everything has been said that need or well can be said on either side; and this pamphlet simply gives a chance to that portion of the public who are interested in the matter to learn "what it is all about." In this way it is believed that the danger of the trouble becoming (through ignorance of the facts attending its origin) a chronic and traditional one, will be altogether removed.

It should be understood that the *Harvard Advocate* is a fortnightly journal, conducted by editors in the upper classes, who elect their own successors, and that it is the only publication of any sort which emanates from the college, or, so far as known, from the town of Cambridge itself. On the other hand, the only publication avowedly "conducted by the Students of Yale College," is the *Lit.*, a monthly magazine, whose five editors are annually chosen by and from the senior class. There is also a weekly paper, the *Yale Courant*, edited by three Seniors whom the proprietors, Chatfield & Co., employ for that purpose, which is read by all the undergraduates. The *College Courant* is a weekly paper, owned and issued by the same publishers, which few of the undergraduates ever read, and which in no sense represents them or the college. All the editorials in regard to boating which are here reprinted from the latter paper, were written by a single individual, a graduate of '69, who took no counsel or advice concerning them from any member of the college, much less gained their "authorization" and "endorsement" in advance. The *Yale Lit.* and *Yale Courant* can hardly be said to have taken part at all in the "controversy," and none of their few remarks have been thought worth reprinting.

The attention of editors,—especially of college editors,—of boating men, and indeed of all persons who are interested in the future success of college aquatic sports, is particularly drawn to the concluding division of the pamphlet, where a complete history of boating contests in the past is presented, and a definite plan for conducting the University races hereafter, is marked out at considerable length.

GML
Editor

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Yale and Harvard Boat-Racing.

THE WORCESTER RACES OF 1870.

[Special Cor. N. Y. Times, July 23.]

THE FRESHMAN RACE.

At 4 P. M. the pistol was fired again to bring out the Freshman crews who were to participate in the great aquatic struggle. The judges for the college races were at the stake-boat—Yale, A. L. CLARK, 1858; Harvard, W. BLAIKIE, 1866; Amherst, J. A. DEADY, 1864; Brown, STOCKWELL, 1872. Upper-boat—Yale, G. ADEE, 1867; Harvard, G. H. GOULD, 1872; Amherst, BLEW; Brown, S. BROWNELL, 1872. The referee at the stake-boat was E. BROWN, Worcester; the starter, ELLIOTT; time-keeper, PRATT. The boats were long in putting in an appearance, causing a delay annoying to those standing in the hot sun. In the choice of positions the Amherst crew got the inside, Brown second, Yale third, Harvard last. At length, after repeated summons from the judges, enthusiastic yells from the assembled crowd, Brown's light boat shot under the bridge; next came the Red Caps (Harvard); then Amherst, and Yale's oarsmen last. As is often the case when many boats start, each was so jealous of the other that they were a long time in getting into position. To add to the vexations of the moment, just as the crews were nicely fixed, Harvard did some damage to her outrigger, and was obliged to put back for repairs. All the crews looked finely, and came barebacked to the scratch. The Harvard crew seemed decidedly the heaviest, and Brown the lightest. At length the word came: "Ready, go;" and amid enthusiastic shouts from those present the boats shot off like arrows from the bow. The start was splendid—all getting off well together, the Brown boys pulling a beautiful stroke, the Harvards a trifle unsteady, the Yale men moving like clockwork, and Amherst working well together. The Harvards drew ahead after the start, closely followed by Yale, while Brown and Amherst were having a fight to themselves some distance off. Amherst steered very wildly. Yale was pulling forty-eight strokes, Amherst forty, Harvard forty-five. As they passed out of sight they seemed very close together, Brown leading. The excitement was tremendous. The air was rent with wild cheers from the members of the different colleges stationed

along the shore. The boats crossed the line; Brown first, by 24 seconds, Yale next, Harvard third, and Amherst way in the distance. Brown's time was 19:21, Yale's 19:45, Harvard's 20, Amherst not taken. The race was pretty close and interesting, and cheer after cheer greeted the victorious crew. Again, however, did foul proceeding unsettle the mind. Harvard claimed foul on Yale in having crowded her into the shore and striking her boat. Yale claimed that she was ahead of Harvard at the time. Harvard also complained that WALTER BROWN interfered in directing the Yale men how to steer. Not to be behind her elder universities, Amherst also claimed foul on Brown, for running into her and taking away her rudder, when she was ahead. So again were rewards of victory denied, and complainants summoned to an evening conclave to hear the final decision of the referee.

THE UNIVERSITY RACE.

At 5½ the University crews were summoned to appear and meet again in the annual contest for the championship. Again delay, tedious and unpleasant, but relieved at length by the appearance of the superb-looking Harvard crew. Cheers greeted them, loud and long. For, be it known, Worcester crowds on regatta day are all well *red*, and their sympathies and wishes are never for a moment doubtful or kept quiet. Then appeared the Yale crew, and certainly a finer-looking or better crew, so far as outsiders could judge, has seldom come upon waters like Quinsigamond—I mean as regards their style and appearance, not as regards their strength. The Yale men were all bare as to their frames, while Harvards clothed their nakedness with white shirts. The start was first-rate, both crews dropping their oars at the same moment. Yale, with her usual luck, having won the outside position, they started off, pulling about the same number of strokes—forty-four—and keeping close together. As they passed Regatta Point they were greeted with all the noise that brass and drum, powerfully reinforced by thousands of pairs of lungs, could make; while the ladies waved handkerchiefs and shouted to them-

selves for very joy. On sped the boats, the same steady, sturdy, determined rowing, and neither a pistol-shot from the other. When the boats had reached the mile stake it was seen that their course was taking them right into the shore. Harvard perceived her mistake early and bettered her condition; but Yale kept steadily on, so that when her course was changed she lost fully ten seconds. Harvard thus took the lead, and turned the stake first. The boats then passed well nigh out of sight from the judges' boat. That Yale was doing nobly all felt; and Yale stock began to rise above par. And its rise rivaled that of gold in war times when, on the reappearance of boats, Yale was seen in the van, Harvard close in to west shore; still the same steady stroke, about thirty-eight to the minute. Then came loud cheers, filling the air with enthusiastic shouts for "Yale," "Yale," and amid cries of "Spurt her, PHELPS," "Bully for you, boys," Yale shot across the line and for the first time in five years, the Blue came in ahead of the Magenta. The Harvard crew followed, in 20 minutes and 30 seconds, but, as was seen, minus the important instrument known as a rudder. Not to be behind the precedents of the afternoon, she at once put in a claim of foul. Yale had crossed her bows and run into her. So the Yale crew were called up and allowed to state plainly their side of the question. This was that the Harvard crew, in turning the stake, carried away the flag and broke their rudder on the stake. They (Yale) also ran on to the stake, and the crash of their boat striking the stake and Harvard's breaking her rudder, were so simultaneous that Harvard was deceived in belief that Yale had run into them. So another question was referred to the judges and the referee, whose decision has not yet been made. It was curious to notice how little enthusiasm was manifested at Yale's success; while if the Red but crosses the line first, and poems and songs of thanksgiving rend the air. However, the decision may be given to the Yale crew with but few words of encouragement to urge them on. They have done their work nobly, and Yale men to-night are a happy and jolly set of fellows.

THE EXCITEMENT AT EVENING.

Nine o'clock P. M.—As I write the large hall of the Bay State Hotel is filled with students, singing alternately the songs of their Alma Mater, and waiting with tolerable good humor for the decision of the arbiters of the victors' laurels, who are now closeted in room No. 8. The feeling in the city is very great. Knots of men are standing in the streets, discussing the probable results and reviewing the features of the various races. I have forgotten to allude to the only really unpleasant occurrence of the day, which took place on the judges' boat, in which two gentlemen displayed con-

siderable temper, and high words passed between them; the result was that one of the parties knocked down the other. It is hard to tell where the matter will end, if it ends at all. The decision of the umpire has just been made known, and to the surprise of every one, the champion flags are awarded to the Harvard crew. As the session of the judges was held with closed doors, the reasons leading to this decision are not known. The Yale crew are much incensed at this. And as they deem it an entirely unjust decision, they challenge the Harvards to row the race over again to-morrow; but the Harvards had not the necessary courage to accept. So they take the flags, while Yale protests against the decision. Brown wins the Freshman race. In closing, I can only repeat that every effort should be made to remove these annual races from this city to some place where prejudice does not run so strong. Another matter, with reference to the selection of unprejudiced men as judges, which is much talked of to-night, I shall not discuss at this hour.—[HENRY W. RAYMOND, Yale, '69.]

[Special Correspondence N. Y. World.]

THE FRESHMAN RACE.

In getting position, Amherst drew the inside, Brown second, Yale third, and Harvard the outside. Brown first made its appearance, then Harvard, then Amherst, and at last Yale. Each crew wore its distinctive colored handkerchiefs. The boats were all in line when Harvard discovered that they had broken an outrigger and were obliged to return to their boat-house for a short time. On coming back the word was given at 5:05 and the boats made a splendid start, all going off with a very quick stroke, Harvard and Brown taking about their usual stroke, while Yale came next, Harvard third, and Amherst last. They came in as follows: Brown, 19.21; Yale, 19.45; Harvard, 20. Harvard and Yale claimed foul on each other, Amherst met with an accident on the way down and did not get in for some time. In fact, all the crews which rowed on Quinsigamond to-day accused each other of fouling or doing something that was very ungentlemanly. When Amherst got back to the judges' boat it appeared that their rudder was broken off, and they claimed that the Browns fouled them, knocking them, causing the damage. Brown denied the foul, and claims that if there was one it was due to Amherst, who cut off their water.

The race was given to Brown by the referee. Everyone seemed dissatisfied with everybody else, and everybody else wanted to knock everyone on the head. To add to the confusion, a man on the judges' boat said that another man had treated him like a boy at Springfield—but why at Springfield I could not learn. Whereupon the party of the first part declared that the party of the sec-

ond part was a liar. The party of the second part didn't like this, and went to the back part of the miserable old scow and took two glasses of whiskey and water, and then reflected, and finally came forward and thus addressed the party of the first part:

"You have called me a liar, sir. Do you know, sir, what a fearful significance that word has? Are you aware, sir, of the fearful loss of reputation which a man sustains when he utters such a word as that, sir? I have been many years in the world, sir, but I would not call an unborn babe a liar, sir. I am entirely too inoffensive, sir; and now, sir, I leave you crushed."

And he went away and took two glasses of weak water and whiskey, but every now and then he would jump up and scream out, "He has called me a liar. Oh, why was I born. Look at his legs, sir—look at his umbrella. Look at his coat, sir. Do you mean to tell, sir, that the man who wears only four buttons on the front of his coat, one of which is frogged, can he be an honest man?"

Finally the party of the first part became indignant at being badgered in this truly amusing manner, and he sprung forward, and putting out his right mauly, he struck the party of the second part a blow in the eye which knocked him into the bottom of the boat, the sudden jerk nearly upsetting the crazy old craft, to the horror of the country reporters, two of whom screamed fire at the shock. He then got upon his feet and said: "You have done a noble thing, sir. You have shown yourself to be a very plucky man, and I respect you for it. Please accept my thanks." After this effort the party of the second part subsided and was heard of no more during the day.

Taking advantage of the interval which elapsed between the races of the freshman and university crews, I took a look around the lake. I never before saw such an immense number of people at Quinsigamond during a race. It seemed as if all the moving and rolling and trotting and running stock of New England were present. The trees were full of people. The housetops and the bridge, the banks of the lake, the grand stand, and all other available spots were swarming with eager sightseers.

THE UNIVERSITY RACE.

A pistol was fired, and the Harvard University crew, naked to their waists and having their heads covered with red handkerchiefs, came out from under the bridge, and ranging themselves along side of the boat, were loudly cheered. Lyman was leaning forward at the stroke, his barrel-like body bent forward and his face hardened for a tough and long race. Jones, who pulled number two, had a weather-beaten, old maidish face, and held the most of his oar like a leg of pork, as if he feared it would slip through his fingers. Willis, number 3 of the crew, from a side view which I got of his

body, looked like a large barrel of beer, and he seemed to oppress the frail boat by his gigantic size. His face was freckled, and his whole bearing was that of a man who could row if he stood on his head to do it. McCobb was the finest-faced man in the boat, having a good eye and a bright look, which inspired confidence, McCobb pulled four, and Russell five. Russell had a quiet, gentlemanly look, and Reed, who pulled six or bow-oar, was evidently the sharpest and most wiry of the crew, after Lyman, who looked exactly as he did the day he pulled against Oxford, only that he seemed more seasoned and more confident.

Yale now forged up, Bone pulling stroke and Phelps bow. In the boat Cushing sat his seat as firm as a rock, and looked out of his clear, dark blue eyes with a fearless and gallant look that gained him friends among all the bystanders. McCook, too, was as merry as a lark, and Flagg, the shortest man in reach in the boat, but as stout as any, seemed quite collected and unaffected by the huzzas and cheers which the gallant bearing of the Yale crew called forth from all the spectators who were not sympathizers of Harvard; for the tide is beginning to turn in New England, and the constant successes of the crews have stimulated a feeling which was manifested in favor of Yale by those who would like to see the under dog win for one race at least. Yale had to-day determined to win, and was not going to turn away any chance, if she knew it. Reed, the Harvard bow, seemed to know that Yale meant business, for he clamored for an interval of three to five seconds between the words "are you ready" and "go," which were to be given by Elliott, the starter of the race. The word Go! was given at last, and Harvard and Yale dashed away in magnificent style, Yale on shore and working beautifully, while Harvard broke up a good deal after five lengths had been pulled by them, Lyman seeming to have the burden of the boat on his back. Harvard pulled a stroke of forty-six to forty-eight, and Yale pulled about twenty-nine, but the stroke of Yale was a longer one and did more execution, and at the first three quarters of a mile Yale led, and led nobly, Phelps steering his boat in shore for the turn with a good deal of judgment and coolness. There was a great hub-bub and great cheering at the grand stand for Harvard, but the work was being done almost entirely by Lyman and Reed, the men in the waist of the boat. Walter Brown met his crew at the mile stake in his wherry, and shouted: "Well done, Yale. Well done, Bone. That's your stroke. Hit her up, old Cushing. Dip your oar a little more, Flagg. Don't be afraid, boys. Thirty-nine strokes are better than forty. Well steered, Phelps. You have got the race sure."

Yale did pull and nobly contested every inch, going away from her course for a short distance to give herself a better chance at the

stake-boat, which both boats were now nearing with magnificent speed. The stake-boat was two piers of wood about four feet long, fastened in the shape of a cross, and in the centre of this cross a piece of timber about four feet high was fastened, with a flag at the top. At this stake it seems the Harvard boat struck her bow and unshipped her rudder, which was carried along, Harvard being at that time leading Yale by about half a boat's length. Almost at the same instant Yale was upon the stake-boat, and their boat collided with the stake, Harvard going away around to get the lead for the mile and-a-half home-stretch. Some idiot in the mile and-a-half stake-boat, cried out, "Don't pull any more, Harvard; Yale's fouled you." But the Harvard crew kept on pulling, and did not then heed the advice of the obscure individual, which is an evidence that they did not believe that they had been fouled at all. Yale then led and pulled as if their lives depended upon it, coming down the course, like grey-hounds let loose at a hare. Away they dashed with tremendous long stroke, Harvard still pulling, but very faintly; the men a good deal broken and pumped, and in another moment Yale had touched the tow line. The gun was fired, and Yale stood victors of the university race, having made the course of three miles in 18 minutes and 45 seconds, which is splendid time.—[DAVID J. KIRWAN.]

[Special Cor. Springfield Republican.]

Amherst took the water first and at Regatta Point was slightly ahead, the other three boats being nearly even. All the crews started off with a very quick stroke, Amherst and Yale pulling 48, and Harvard and Brown 56 to the minute. As the boats went out of sight Amherst was still keeping its lead, and seemed to stand the best chance for winning, when, about a mile up the lake, their boat fouled the Browns, breaking off their rudder and putting them at once out of the race. At almost the same time Harvard and Yale also fouled, and after this unfortunate occurrence the boats kept on their way up the lake, and Brown came in first, making the 3 miles in 19:21, Yale following in 19:35. Harvard came third, and Amherst after a long time appeared, greatly delayed by the loss of its rudder. Yale and Harvard each claimed a foul on the other, and Amherst on Brown. After some discussion the decision was postponed till evening when the referee awarded the race to Brown.

And now came the great event of the day, the university race between Harvard and Yale. Here again there was a tedious delay, and it was past 6 before the boats were on the water. Harvard won the toss and the inside position. A very even start was made, but Harvard, as usual, by its rapid stroke of 48 per minute, soon shoved a little ahead, Yale pulling 43. But the Harvards could gain no great advantage, and as they came

to the stake, were but a length or so ahead. And here occurred another unfortunate foul. As the Harvards came up to the stake, their bow caught upon it. Unluckily Yale did not perceive this until too late, and, before their boat could be stopped, it had hit the Harvard's bow and broken its rudder wires, so as to make the rudder entirely unserviceable. After finally rounding the stake, Yale rapidly gained on its rival and finished the three miles in 18:45. Harvard was much delayed by its inability to use its rudder, and its time was consequently 20:30. Immediately on reaching the judges' boat they claimed a foul on Yale. After some discussion the final hearing of the case was postponed until evening when the referee awarded the race to Harvard on account of the foul by Yale. Immediately upon the announcement of the decision, Yale challenged Harvard to row another race, Saturday or any day next week, but the Harvards pleaded vacation engagements and declined.

Much dissatisfaction is felt by the Yale men at the decision, not because it was against them, but because they claim that the umpire was prejudiced in favor of Harvard. In proof of this they point to the fact, to which I can bear witness that he declined to hear any evidence on a claim which Yale brought against Harvard, that the latter veered out of a direct course, and drove her in to the shore. Such an act, if proved, would, according to boating rules everywhere, have ruled Harvard out of the race, and Yale justly complains that the referee would hear no testimony at all on the question. Brown is of course overjoyed at its success, and the only regret is that Amherst was unable to keep on as it had surprised all by its splendid pulling. Aside from these fouls, the only unpleasant feature of the day was a quarrel on the judges' boat between William Blaikie, Harvard's judge, and Charles A. Chase, one of the Worcester committee of arrangements. From a most trivial cause these two gentlemen became enraged at each other, and from high words proceeded to blows, the celebrated Harvard oarsman knocking Chase down, when others interfered and prevented any further continuance of this disgraceful contest.—[EDWARD P. CLARK, Yale, '70.]

[Special Cor. Hartford Courant.]

THE UNIVERSITY RACE.

The Harvards, with their bare backs and Magenta handkerchiefs, made their appearance first, and were greeted with hearty cheers. Yale soon after made their appearance with bare backs, and wearing blue handkerchiefs. Harvard drew the inside. All was now excitement, anxiously awaiting the word which should send them on their struggle. At the word, they both took the water at the same time. Harvard has usually taken the water first, but Yale was not

caught napping, and made a good start. They kept well together up to the grand stand, when Harvard took a slight lead, followed closely by Yale. Harvard soon fell back, and was lapped by Yale, who passed her. Harvard then made a spurt, caught up with Yale, and passed her, Harvard all the while crowding the Yale towards the east bank. At the stake, Harvard had crowded the Yale nearly on to the east bank; and quite a distance from the stake Harvard made a quick turn, almost at right angles with the stake, and in turning hugged the stake. Yale made a turn at the same time, endeavoring to come inside of the Harvards, almost lapping her. The Harvards, in their turn, stuck their oars under the stake boat, and their rudder struck it, and after the turn remained motionless by the side of it. The Yale held her water twice to avoid a foul; but, supposing that the Harvards would give way after turning, and would not jockey her on the turn, started, and, as is claimed by Harvard and denied by Yale, struck the wire connecting the rudder. The Yale, after the turn, immediately took the lead, and kept it to the end, crossing the line in 18.45; Harvard 20.10.

At the judges' stand there was quite a scene. Claims of foul were made, enlivened by the gentlemanly Blaikie knocking down one of the judges. The referee, hearing the claim of foul by the Harvards, was disposed to allow it on the spot; but the impropriety of deciding a question without evidence and against a party unheard was suggested, and he reserved his decision till 8½ in the evening.

The Yale rowed in front of the grand stand, and cheers upon cheers greeted them. The friends of Yale were jubilant, as the victory was unexpected. The Yale rowed a very fine stroke, using back and legs with great effect. The Yale pulled not over 44 strokes to the minute, while the Harvards pulled the quick stroke of 46 to 48. Yale pulled a waiting race, keeping the Harvards up to her pace all the way up, while the Harvard was but a series of spurts, falling back every time they settled to their regular stroke. Lyman, no doubt, had exhausted his crew. He had called upon them all the way up, and they had responded gallantly, but he couldn't shake off the gal; and Bone was coolly biding his time on the home stretch. The unusual conduct of the Harvards in waiting at the stake after their turn, when they should have been on their way home, admits of but one construction. They were exhausted, and were waiting to get strength. Yale, after her hard fought and well deserved victory, was to be cheated out of it by a most contemptible decision of the referee.

A LIVELY SCENE AT THE BAY STATE HOUSE.

At 8½ o'clock the Yale and the Harvards, with their witnesses, were in waiting for the referee, but no referee was to be found.

Under the charge of the ubiquitous Blaikie, he soon made his appearance. Mr. Reed, the bow of the Harvard, was soon discovered having the confidential ear of Mr. Edwin Brown, of Worcester, the referee. Objection was made by Owen, of the crew of '59, that the evidence should be given publicly, that the Yale might have an opportunity to refute it. This was yielded, and the examination commenced. As a fair sample of the impartiality of the trial, and the honor of this Worcester referee, the first question put by him to Reed of the Harvards was, "Didn't you see the Yale foul the Harvards?" With a smile, he replied, "Yes." This was followed by another. "Won't you state how the Yale fouled the Harvards?" Then followed quite an exciting discussion. The Yale offered evidence to show that the Harvards fouled their oar, and violated one of their own rules in crowding them out of their course. This was promptly ruled out. The Yale men withdrew in disgust. How there could be found in all Worcester so weak and vacillating a man, so ignorant of all rules of boating, I cannot understand. The referee, with a good deal of gusto, delivered the decree, giving Harvard the race. Thus ends this, and I trust the last, regatta that will ever be held at Worcester. The old town can now go to sleep again for another year, yes, and forever.

[Special Cor. N. Y. Tribune.]

THE FRESHMAN RACE.

The city of Worcester offered some local races, which were soon and easily disposed of, after a long delay, during which the band at the grand stand entertained the assembled multitude. Out from a little opening under the rustic causeway shot a party of half a dozen bronzed, hardy-looking young fellows, in a frail, slender craft, and, paddling leisurely over, pulled up by the judges' boat; very quickly after, three other crews, looking not unlike this first one, followed her example, and lay on their oars until they find what positions their representatives have drawn for them. These are the pets and pride of the youngest class of each of New England's four best known seats of learning. A slight accident to one of the Harvard's outriggers detained them a few minutes longer, but at last they were off. In another minute they were dashing past the grand stand, and were soon half way up the Lake. Amherst and Brown came near together, and then again diverged on the opposite shore. Harvard and Yale did likewise, but not till after the former was actually forced to scrape the eastern shore of the lake with its starboards. Brown was first at the stake, but Amherst turned inside. Brown came in first, in 19.21; Yale next, in 19.45; Harvard third, in 20 minutes; and Amherst, rudderless and last.

THE UNIVERSITY RACE—A FOUL.

The picked crews of the universities came out soon after the Freshman race, and backed up to the line, Harvard at the inside. The word came, and they bounded away up the lake, the Cambridge men doing 48 good strokes a minute to the 46 for Yale. At the grand stand Cambridge was almost clear, and in the second minute they settled to 46, in the next to 44, and held this up to the stake, which they reached nearly three lengths ahead of Yale. When half turned about, the Cambridge boat was run down by that of Yale, the tiller carried away, and the board at the stroke's feet was stove in. His watch tumbled on the floor. Yale led on the home-stretch, and her maimed rival, skitting along the western shore, got home as best she could. The New Haven men crossed the line in 18.45, considerably in advance. After a prolonged discussion, the referee, Mr. Edwin Brown, of Worcester, late in the evening, gave the flags to Harvard. Yale's quickly following challenge to row to-morrow or next week is declined by Harvard, as Lyman of the latter cannot possibly remain. The referee has not yet settled the less important fouls claimed in the first race. —[WILLIAM BLAIKIE, Harvard, '66.]

[Special Cor. Boston Advertiser.]

THE FRESHMAN RACE.

The following was the list of judges for the college races:—William Blaikie, of Washington, for Harvard; A. L. Clarke, of Newton, for Yale; John A. Deady, of New York, for Amherst; George A. Stockwell, of Worcester, for Brown. Referee, Edwin Brown, of Worcester. Mr. Charles B. Elliott, the boat-builder, was expected to act as starter, but he did not appear to assume that office. In his place, Mr. Blaikie, whose ringing voice has pronounced the initial words for so many well-contested races, again appeared with the crimson colors in his button-hole, and called the Freshmen to the line.

The Brown crew was the first to glide from beneath the causeway, and was very promptly on hand. The men wore brown silk handkerchiefs, of the exact tint of their shell, which was a trifle darker than that of the Amherst crew. The Harvards were the second to appear; and Luther, the coach of the Brown crew, was also seen in waiting, in a single skull of his own. Amherst came up next, in purple handkerchiefs; and the blue-capped Yale crew were the last to seat themselves in their shell. As they pulled up to the judges' boat, their positions were announced to them thus: Amherst inside, Brown second, Yale third, and Harvard on the outside. The Amhersts looked satisfied at their favorable position, as well they might. The Harvards, on receiving the announcement, sturdily pulled out to their place nearest the eastern shore. In getting

into line, the crews crowded too near the judges' boat. First the Browns, who were on the alert, and perhaps the handsomest six of them all, had to move over to give the Amherst crew the space to which they were entitled, and then Yale was required to give Brown forty feet additional, in order that there might be no chance of fouling at the start. Suddenly, when they were nearly together, and prepared for the word, the Harvards backed off with a broken outrigger, and were given ten minutes to pull back to their boat-house and repair it. Then Blaikie shouted the words, "You had better all come into the shade," which met with a quick compliance, and in two minutes the three remaining shells were hugging the cool western shore. Pretty soon Harvard came back with out-riggers all right, and the others at once answered to the call back to the line. Brown was the last to get ready, and when they were floating almost exactly abreast, Blaikie gave them the sonorous summons, "Are you ready?" and then, without waiting three seconds for the response, he belched forth "Go!" Then they were off, and the first manifestation of real enthusiasm along the shores broke out upon the lake. At once the contest grew absorbing and interesting. The race was in fact divided into two contests—one between Amherst and Brown along the centre, and gradually to the western side of the lake; the other between Yale and Harvard against the western shore. The start was very even, though Harvard probably suffered a loss of a few feet by having the word last of all. As the crews separated in the centre, the Amherst boys pulled with all their might for the ascendancy over Brown, and what was the surprise at the grand stand, as they passed, to see the Amherst shell steadily gain upon its opponent, which was meanwhile crowding out well to the western shore! The Amhersts pulled well together, and when just above the point daylight shone between them. Over against the opposite shore a similar contest was going on. Yale was crowding Harvard far, far towards the bank, and a gap of more than a hundred feet lay between the Yale boat and the Brown. When a quarter of the way up the Amherst crew, being clear of its antagonist, essayed a divergence to the right, as if to get away from the jutting shore. It was an indiscreet movement, and an unfortunate one for them, for they turned too quickly and too far, and the Brown shell came driving after them, and, alas for their hopes of victory, the prow of the other caught their rudder, and tore it from its pivot. That was a disaster indeed, and in a few moments the Brown boys, buckling to their work, went ahead, and left the others to their ill-deserved defeat. Very soon after this there was fouling on the western shore. The Yales pushed Harvard in against the midway concave of the lake there, and held them until, after

touching oars, the former went ahead, and won the advantage which they sought. Meantime, Walter Brown was coaching the Yales vociferously. Amherst and Harvard having been thus disposed of, the race was then and thenceforth between Brown and Yale. Before the fouling, the Amhersts and Yales both pulled 45 strokes per minute for a short distance, while Brown and Harvard pulled not more than 40. No further effort was made by Amherst after the foul, but Harvard kept on in the contest. The Yales went up to the stake about a boat's length ahead, pulling 45 strokes a minute, the Browns following in splendid form with 42. In rounding the stake, the Yales shot by too far, and the Browns, narrowly escaping a foul, made an admirable turn inside, hugging the stake, and got off with a lead of nearly a length. Then they hit her up to the tune of 44 a minute, while Yale barely held her own with 42. The Harvards rounded about fifteen seconds behind, and started down pluckily, but in wretched form. The Amhersts did not get around for several minutes after, pulling as though they had plenty of time to spare. This state of affairs was not radically changed for the remainder of the race. When the crews became distinguishable from the lower part of the lake, Brown was pulling bravely and boldly down the centre, while Yale was a good ways apart from them on the western side, and Harvard was seen further in the rear, on the other flank of Brown. The shout that went up from the grand stand, and along the lower shore, was somewhat like a yell when the brown handkerchiefs came plainly in view far in advance, and evidently the winning color. The Browns bore straight down to the line, and crossed it, very near the judges' boat, in 19 minutes 21 seconds. Yale followed to the shoreward 24 seconds afterward, and several lengths in the rear. The Harvards, when they came, pulled down on the other side of the judges, making 20 minutes exactly. Then it was that, amid anxious enquiries for Amherst, a small speck was seen on the upper lake, which gradually grew into the form and shape of the missing, belated crew. Harvard at once hauled to, and in a manner which betokened not a particle of excitement, claimed a foul by the Yales. While they were explaining their situation, Lyman said, "Look at my oar," and held up his spruce with the copper torn from the tip. The Browns were exultant over their victory, but maintained their nonchalance, and got themselves cool by drinking potations of iced claret, which the judges' boat afforded. Then they pulled off to the grand stand for the plaudits again, and the Amhersts finally arrived, and claimed a foul from the Browns; but even this they were almost too careless to enforce, and they pulled their rudderless shell, handsomest of all the freshman boats, away to their boat-house, without manifesting a particle of the

pertinacity and vehemence in pressing their grievance which characterized the others. The prizes were decided to belong, first to the Browns, and second to the Yales.

It was while the subject of the foul in this race was up for discussion among the judges, that a most unpleasant and objectionable side issue came up in the overcrowded judges' boat, which for some minutes eclipsed the interest in the races, and called for the interposition of force to prevent a serious disturbance. A member of the Worcester general committee saw fit to criticise the assumption of the starter's place by the gentleman who took it, something which gave no offence to any one else so far as was known, and was necessitated by the absence of Mr. Elliott. Old scores were raked up and alluded to in a disagreeable way by one of the parties, and though the discussion subsided for a time, it began again very suddenly during the university race, when the most muscular of the two hit his opponent a blow in the face, which knocked him over the side against another boat, and nearly overturned the judges and a dozen or so of reporters in their boat. The affair was altogether to be regretted, and was repressed by the others at this point, though hard words were continued, and the face of one smarted and grew black from the stinging blow.

THE UNIVERSITY RACE.

The Freshman race concluded about half-past five, and the university crews were at once called up. During the afternoon a rather fresh east wind had pretty nearly subsided, and left the surface of the lake for much of the course as smooth as Captain Read could desire. At six o'clock the Harvard university six came out for their work, and without much delay the Yales pushed out from their landing near by, and followed the crimson to the starting line. The Harvards, with the exception of Lyman, wore white flannel shirts, and all had silk handkerchiefs of a rich crimson bound on their heads. The Yales were naked to the waist, and though the Harvards were enveloped in flannel, the muscular contrast was evident at a glance. Before the start, and while the Yales were getting into position, Harvard attempted a preliminary spurt, and went across the rope in a diagonal line towards the shore. One of the lazy sail-boats which were allowed to crowd the course and stupidly interfere with the progress of the races during the whole afternoon, happened to lie right in their way, and the shouted warning scarcely enabled them to lift their starboard oars, and swerve past the stupid impediment. They barely saved a smash-up by this adventure. Then they got back on the line, and both crews lying beyond it, slowly, almost imperceptibly, swung across, till the middle of the shells passed the line, when Blaikie suddenly gave the familiar

send-off, and at ten minutes past six they were away. "As usual," were the words with which Yale had greeted the announcement of its outside place, and as usual the Harvards went off quickest, and had the first advantage. It was a very small advantage though, and the Yales certainly won encomiums for the evenness of their stroke as they went up the course, pulling 43 strokes per minute. But the Harvards were using the old splendid stroke, and 46 to the minute at that, and their lead grew to half a length before they were past the grand stand. A great burst of applause greeted the crews as they darted by, in which all cries were mingled, but beneath them all was heard a hoarse, low chant of "'rah, 'rah, 'rah," that sounded like a deep undertone of the sea. There was never a false or futile stroke by a Harvard oar, and the beauty of their stroke was never shown to finer effect than as their oars alternately hovered on the surface, and dipped beneath it far up the middle of the course. The Yale boat was a little higher in the water than the Harvard, and the Yale men pulled very much higher and with a far less skilful stroke. When they passed out of sight the Harvards were still less than a length ahead. They kept a beautifully straight course up the lake, pretty well out, Read showing that none of his skill had deserted him. As they came within the view of the judges at the stake, a glance at the watch showed forty-two strokes, as regular as though pulled to the tick of a metronome. The Yales were not to be seen, being hidden behind a thickly-wooded projection about three hundred yards from the stake. Every eye that could see it was anxiously scanning the extremity of this projection, when the Yales shot out as if from ambush, rowing forty-two slashing strokes a minute, apparently even with the crimson handkerchiefs. "Now, Harvard! Hit her up!" But Read had his keen weather-eye open, and Lyman promptly set forty-four strokes to the minute, which brought them to the stake with an oar's length of clear water between their boat's stern and the Yale's bow. Read ran his boat very close to the stake—a little too close, as there was hardly three feet of water between his outriggers and the stake. The stern of the Harvard boat had hardly begun to swing around when the Yales' bow glided into dangerous proximity to the Harvards' stern. "Phelps! Phelps! Hold all, or you'll foul," yelled the Yale judge; and just in time Phelps gave the order and avoided the accident. "Put your oars under the stake buoy, port," coolly ordered Read, seeing them drawing in to avoid grazing the stakes. Just then, through what appeared to be inexcusable carelessness, the Yales gave way, and the sharp prow of their boat was forced over the Harvard boat just in front of Lyman and almost into his lap,

breaking off the wooden bar which sustains the rudder wires at that point, and rendering the rudder unmanageable and worse than useless. The frantic ejaculations of their judge called the Yales' attention to the mischief, and they stopped, but as the Harvards made a wide turn in consequence of the disabled condition of their boat, they were enabled to turn inside, and get off almost as quickly as their rivals. Then Lyman had to adjust the rudder wires and broken cross piece to prevent their dragging in the water, and though he let out forty-four strokes to the minute, and was nobly supported, the boat's speed was too much impaired to compete with Yale. The latter crew soon gained the lead with forty-two strokes a minute, followed by Walter Brown, who indulged in such buffoonery as to increase, if possible, the disgust he had already excited. Watching the course with anxious scrutiny from the judges' boat, one boat was seen well out in the middle course, while the most careful examination of the vicinity through a powerful glass failed to reveal a competitor. As the boat approached, wonder turned to astonishment when the coming boat was found to be Yale, and Harvard was nowhere to be seen. The result has been forecast. The Yale came in in 18 minutes, 45 seconds, and several minutes afterward the Harvards came around the eastern point and pulled slowly down past the grand stand, and as they came to the judges' boat Lyman held up the disabled tiller wires, and the explanation of their position was seen at a glance.

The result of the University race, and the almost promiscuous fouling in the Freshman race, produced a general feeling of intense dissatisfaction. An accident was hardly expected even among the freshmen, while the foul in the University race was a painful surprise. There was no question as to the foul, but the Yale judge, at the starting-place, raised the extraordinary—and, it might be said, absurd—point that it was purely accidental, and therefor not punishable. At a hearing in the evening, the same judge claimed that the Yales were crowded in shore before the turn. The decision was in favor of Harvard, but the Yales refused to accept it, and challenged the Harvards to row to-morrow or next week. This challenge was declined, because the Harvard men had broken training, and some have made engagements to travel with their families.

The stake judge for Harvard was George H. Gould, '72, and for Yale, George A. Adee, '67.

We are indebted to the Associated Press for the surprising information by telegraph that "the four-oared race has not been decided yet, owing to a foul claimed by the Freshmen."—[WILLIAM M. OLIN.]

[From the Worcester Gazette, July 23.]

THE DECISION OF THE REFEREE.

The announcement at the Lake, that the decision of the fouls claimed in the last three races would be decided at the Bay State House in the evening, attracted large numbers of interested parties, and the spacious hall of that hotel was packed full of collegians for more than three hours. Notwithstanding the excitement naturally attendant upon the questions being investigated by the judges up stairs, the utmost good feeling appeared to exist among the men from the several colleges, and all united in lustily singing College songs, while waiting the decision of the referee.

The hearing of the evidence concerning the foul claimed by Harvard in the University race occupied the attention of the referee, Mr. Edwin Brown, from nine till ten o'clock, and the testimony of the judges at the upper stake, and members of the two crews were patiently heard and carefully considered. It appeared that the Harvard boat reached the upper stake first, and as they began turning there was clear water between them and Yale. Harvard made a very short turn and Yale came on with great speed and began turning outside of Harvard, but so near as to run into the Harvards, tearing away their port steering wire and bending the rudder yoke, rendering the rudder entirely useless.

It was claimed for Yale that the foul was entirely accidental, and should not prejudice their cause, but Mr. Brown decided against them and gave the race to Harvard. Yale thereupon withdrew, refusing to accept the decision, and subsequently sent the following challenge to the Harvard crew :—

BAY STATE HOUSE, WORCESTER, July 22, '70.
To the Captain of the University Crew of Harvard :

By, as we believe, an unjust decision, the race pulled to-day has been decided against us. We challenge the Harvard crew to pull over the same course and under the same rules as those that governed the race to-day, on Saturday next, or any day next week.

D. MCC. BONE.

The Harvard crew, having broken their training and one of their number being on the eve of departure for the West, declined to accept the challenge.

Yale claimed that Harvard veered from a direct course on the way up the lake and crowded her in towards the shore, and expressed a wish to introduce testimony to that effect. Mr. Brown declined to hear anything on that claim, holding that it would have no bearing on the result of the race since the boats did not come in contact at all. The claim was not made until last evening. Mr. Brown is not a graduate of either Harvard or Yale and there can be no doubt that he was strictly impartial in his decision.

It may as well be acknowledged that the

regatta, yesterday, taken as a whole, was a lamentable failure. Through no fault of the citizens' committee of arrangements, and hardly of the crews, but rather by reason of a series of untoward accidents, which we are sure both sides regret, the interest was in a great measure destroyed. The wherry race alone was pulled through to the end, without a mishap ; in the second race there was a collision of boats ; in the Freshman race there were two claims of "foul," and the University race was cut short in the middle, the Harvard being disabled by a thrust from the sharp bow of the Yale. We have no disposition to detract from the credit of the crews, to which the colors have been, or may be, awarded, but the result was unquestionably disappointing, and especially in the final race, to the older graduates of both colleges and to the spectators at large. We speak of it simply as a misfortune.

Undoubtedly every Harvard under-graduate feels absolutely sure that the Harvard, if let alone, would have beaten easily. No Yale man, on the other hand, has the slightest doubt but that the blue would have overhauled the red on the way down. We do not propose to express any opinion on the now doubtful point, on which disinterested spectators are also at odds, but we think this refusal of the Harvard men to row again was justifiable. Leaving out of the question the facts that they had broken their training and that one of the six was compelled to depart for the West—circumstances that may be counted only as excuses by their opponents—the race was undoubtedly theirs by the decision of the referee. If the course was shortened from three miles to a mile and a half, it was the fault of the Yales. As a man can only be tried once for his life, so we suppose undergraduates think the honor of the college is not to be risked a second time, when no necessity compels it. Nevertheless, to win the flags under such circumstances, is not satisfactory, when compared with other victories of Harvard.

At the same time, there is no occasion to mourn over or talk much about what cannot be helped. Any little feeling which may have been raised between the colleges by the discussion of last evening was only skin deep, and will melt away long before the end of the vacation ;—the breezes of the mountain and the sea shore will soon blow all thoughts of the contest out of these young heads. Another summer will tell a story of its own. The history of the Cambridge and Oxford races in England shows what can be done by perseverance.

[Special Cor. N. Y. Evening Post, July 20.]

BEFORE THE FRESHMAN RACE.

It is very probable that two stake-boats will be used on this occasion to obviate the vexatious waiting to which the outside boat must submit which gets to the turn exactly

or nearly level with the inside one. This will be agreeable for the two University boats, but absolutely indispensable for the four Freshman crews, in case they row. I say, in case, for a cloud much bigger than a man's hand seems to lower over this part of the race.

The original challenge was from the Yale Freshmen to the Harvards; it was accepted, and Friday, the 22d, and the Worcester course, fixed as the date and place. Later came challenges from Brown and Amherst to Harvard, which the Harvards, very innocently supposing that their Worcester race might be considered a "free fight," also appointed for the present occasion. But in the meantime similar challenges from Brown and Amherst to Yale were accepted, and *Monday*, the 25th, fixed by Yale for the occasion. They supposed the country colleges understood and accepted this condition, and were greatly disconcerted on arriving in Worcester to find them here and prepared to pull the Yale—together with the Harvards—on Friday, the 22d.

To this they stoutly object, less from any informality in their manner of getting into the race, than from the simple fact that the upper end of the lake at the turning, is very narrow and plainly insufficient, they say, for four boats, without the greatest risks of vexatious "fouls." The country crews, on the other hand, are unwilling to wait till Monday, and no doubt have, or think they have, good ground for insisting on coming into the Friday race, though from the late hour at which the matter came to my notice, I was unable to hear their side of the story.

I will not promise that I have given you a perfectly correct account of this tangled and annoying little misunderstanding; but misunderstanding it undoubtedly is, and I cannot but hope that the matter will be pleasantly settled by Friday, and the lake be found broad enough for all four crews. C.

[From N. Y. Evening Post, July 28.]

SOME CORRECTIONS.

To the Editors of the Evening Post:—Those who take their impressions of the late college race from the accounts of some of the New York press, can hardly help concluding that the scene at the stake boat must have been a mixture of accident and bad rowing on the part of the Harvard, as well as the Yale boat; that the decision of the referee was mistaken, and that the Harvards took an unkind or pusillanimous advantage of it, in refusing to try again on Monday, in response to the Yale challenge. One of the Harvard crew, perfectly cognizant of all that occurred, begs me to state through your columns precisely what did happen—which I do the more willingly, as it has already fallen in my way as your correspondent, to send you one letter on the regatta.

The Harvard boat was, on reaching the stake, inside and slightly ahead; making the turn she was entirely, in boating phrase, "in her own water," and had, according to rowing laws, the right of first turn. She did not in any sense strike the stake. My informant assures me that his was the only oar which touched, and that only a slight graze. The Yale boat pressing eagerly for a close turn also, was only prevented at first from cutting into the Harvard's quarter by a warning from the stake judge, and "held all," or stopped rowing. As Harvard was finishing her turn, and just as Reed was about to give the order "Give way, port!" which would have set her in the straight course down the lake, Yale, in her haste, "gave way" again, and came in on the Harvard quarter, running almost into Lyman's lap, smashing the washer or protecting rim which surrounds the rowers' seats and hopelessly damaging the tiller wires. As the Yale bow slipped off by the going ahead of Harvard, it dragged and entangled the wires, so that the Harvard rudder was jammed a-starboard and their port oars were rendered comparatively useless. The slightest knowledge of rowing shows that in such a case fast pulling becomes an impossibility, much of the starboard pulling going to neutralize the tendency to that side given by the hampered rudder. Though if the accident had fortunately carried the rudder clear away and rid them of it entirely, the Harvards would have been only too glad to pull the race through, steering in the old fashion by the bow-oar.

The referee, after a careful hearing, and after solemnly appealing to both captains as to their full and free choice of him as mediator, decided for Harvard, on which Yale immediately handed in a note containing a challenge for Monday, in the phraseology of which occurred the statement that the challenge was given on the ground of unfair ruling, as they viewed it, on the part of the referee. Here came the main hitch in the question of accepting. The talk about "breaking training," etc., was nonsense. Mr. Lyman, it is true, had made arrangements to join his family, and in fact left that evening, but the main difficulty in accepting the Yale challenge lay simply in the fact that, by so accepting, the Harvards would not only have confessed themselves in the wrong, which they in all honor and conscience didn't believe, but would in addition have by the very terms of the Yale note, inflicted a severe "snub" on the Worcester gentleman acting as referee, in whose discretion and fairness they had full confidence, and who had accepted the post at their own request. As gentlemen, therefore, aside from any vanity as oarsmen, they had no alternative but to refuse.

It will be very unfortunate if the discussions arising from this and similar mishaps should lower our confidence in the plucky young fellows who row, or our interest in the

noble sport to which they devote themselves ; but it is greatly to be hoped that they may awaken the boating community to the necessity of either abolishing the turn altogether, and rowing over a straight, unbroken course, as in England, or choosing such open water as will allow a stake boat for every crew. The present rule causes great inconvenience, and in some cases essential injustice to one or both of the contestants. C.

[From the N. Y. Evening Post, Aug. 5.]

REPLY OF W. W. SCRANTON, YALE'S BOW OAR
IN '64-5.

To the Editors of the Evening Post :—

My attention has just been called to a communication in your issue of July 28, entitled "The Harvard and Yale Boat Race," with the request, as I was in the referee's room during the entire time testimony was taken on both University and Freshman races, that I would send you a statement of the Yale case.

"C" thinks we had no right to stigmatize the referee's decision as unjust. Let us see. We claimed that, before the boats reached the stake, where the alleged foul took place, Harvard had crowded us out of our course. If we could sustain this charge, Harvard, by the rules of boat-racing everywhere, would be ruled out of the race. Certainly, whether we could sustain the charge or not, we had the right to make it, and, in common decency, to be heard upon it. But the referee at once refused decisively to take any testimony whatever on the subject, saying he would permit no such point to be made! We handed him the printed regatta rules, in which it was distinctly stated that, if an inside boat jockeyed an outside, she should be ruled out from that moment. He replied: "These rules are for Worcester boats, and don't apply to the college races." We said: "This is the universal rule of boat-racing in America and England." "Gentlemen," said the referee, "the inside boat has the right of the course and can go where she likes." We said: "If that is so, then she can drive the outside boat ashore." To which the referee gave this squelcher: "Gentlemen, I believe that I am the referee, and that my decision ends the matter. I decline to hear this point discussed, or to take any testimony upon it." And so shut us up and gave the race to Harvard.

Very well. Now, Mr. Editor, observe how this judge, whose decisions we are called upon to admire, ignores his own principles of five minutes previous, when, by his adhering to it, Yale would be advantaged. In the Freshman race, Amherst had the inside, then Brown, Yale and Harvard. Going up the

lake, Amherst (which has the inside, mind you, and therefore, according to the referee's statement not ten minutes before, has the right of the course, and, according to the referee, can row all over the lake, if she likes) appears, according to the testimony, to swerve a little to her right, whereupon Brown runs into her, and damages her so as virtually to throw her out of the rest of the race. Now, according to the referee's principle laid down in the University race, if ever there was a dead foul this was one. To declare it so, however, would give the race to Yale, who came in second. He therefore decides that Brown did not foul Amherst, and gave the race to Brown. He also took testimony as to Yale's having crowded Harvard in this race, the very thing he had refused to do in the University decision.

Mr. Editor, we trust we may be excused if, not quite seeing the justice of this sort of thing, and firmly believing that we had not had a fair show, we took the liberty of righting ourselves as best we could by challenging Harvard to row the race again the next day, or as soon after as possible. Harvard declined on the ground that Mr. Lyman really must go to Chicago. Something was also said about having broking training, &c. We thought these excuses rather thin, and said so, and were privately denounced as "no gentleman" for so doing. I am glad to see in the communication signed "C" authorized, as the writer says, by one of the Harvard crew, that these excuses were, as we said at the time, only miserable pretexts. Having found that those would not hold water, "C" now says Harvard didn't accept our challenge because she didn't want to "snub" the referee!

I hope we shall be pardoned if we are a little skeptical as to this pretext also. The long and short of the matter is (and the public has about settled down to that opinion) Harvard didn't accept our challenge because she understood her interest and didn't like to risk it.

Whether Harvard's condescending to accept the flags, won in a manner worthy of professionals, in a race pulled professedly in pure love of honor, and refusing our challenge under such circumstances, will tend to raise or lower public opinion of college racing, would not seem difficult to conjecture. Harvard is quite welcome to all the glory she has got or can get from it.

In 1865, after winning the first day, Yale had no intention of entering the city races the day after, until it was intimated that Harvard, while satisfied with the results of the first day, still wished to retrieve herself if she could. Yale then, risking the chance of losing all she had won the day before, cheerfully gratified Harvard by rowing again. Yale now has no reason to be ashamed of the contrast. X.

August 2, 1870.

[From the N. Y. Nation, July 28.]

Numerous mishaps attended the racing between the colleges at Worcester last Friday, and the only thoroughly pleasing thing to an outsider was the victory of the Brown University Freshman crew, who beat the Harvard and Yale handsomely, and were begrudged their unwonted honors by nobody. An Amherst Freshman crew, too, put in an appearance, and it seems clear that the Oxford and Harvard race of last year has produced an impression favorable to boating on the undergraduate mind. The Yale and Harvard University Crews were the victims of a "foul," of which the reporters of the various papers give conflicting accounts. The fact is, there ought to be nothing said about such a matter after the judges have once heard evidence and decided. "Pay up, and shut up," is the only good line for a sportsman to take when his freely elected umpires have declared results. And as for the newspaper men, they have no business to be partisan, and should talk either of what they have seen with their own eyes or in accordance with what the referee and judges have decided. No good comes to anybody, however, by an agitation of the pros and cons, and calling names.

[From the New Haven Journal and Courier, July 26th.]

The opinion, judged by the newspaper articles, is pretty unanimous to the effect that Yale was cheated out of the prizes given in the University race. It appears that the Harvard men in their desperate pulling up the lake, finding the race against them, ran their boat upon the stake boat, and forcing the Yale boat into the same disaster, claimed the foul that secured for them, through the partiality of the referee in sympathy with them, the prize they had failed to win. Yale should hereafter refuse to row at Worcester and be sharp enough to secure an unprejudiced man for referee.

[From the Providence Journal, July 26.]

A STRAIGHT COURSE WANTED.

To the Editor of the Journal:—

The late regatta at Worcester, whatever may be said of the decisions, has clearly

demonstrated one thing. Those who saw the race and have examined the testimony cannot but be struck with the difficulties and dangers attendant upon turning the stake-boat. Is it reasonable to suppose that two rival crews in long shells, when almost side by side and each desirous of making the shortest possible turn, can avoid fouling? If we are to assume one crew to be so much ahead at that point as to avoid the danger of collision, we beg the whole question of the relative superiority of the crews, for the purpose of testing which the contest is held.

None but a straight-away race can ever prove perfectly satisfactory. True, there are some objections. The spectators cannot see both the start and the coming in; and it may be said that the danger of fouling is not entirely removed. But the disadvantage to the spectator is more than compensated if the result can be made sure and indisputable; and the danger of collision is certainly reduced to a minimum. Umpires and judges are very well and very necessary, but we want our races decided on the spot, that the spectators may be the jury, and that their verdict may be unanimous.

The late regatta decisions were justified by the testimony, and we believe that Harvard and Brown were rightly adjudged the winners in the University and Freshman races. But no one who was present can say that those decisions, particularly that in the University race, were satisfactory to all parties. College regattas were intended to cultivate good feeling and generous emulation between the rival institutions, and when suspicion and hostility take their places, it is certainly time to look for the cause and the remedy. Many reasons induce the belief that Worcester will not be the scene of the next regatta. Lake Quinsigamond, with all its advantages, is not suitable for a straight race, and we trust that none other will be rowed. Providence has been suggested, and a better place can hardly be found. The Seekonk river fulfills all the requirements of a fair course, and the situation of the city in this State would make it still more acceptable. The want of commodious hotels is a serious drawback, but we have no doubt that even this difficulty will soon be obviated by the many public-spirited citizens of Providence.

HARVARD.

THE ADVOCATE-COURANT CONTROVERSY.

[From the Harvard Advocate, Oct. 14, 1870.]

EDITORIAL.

We welcome back, this year, five of our ill-treated, but gallant and victorious crew. We trust that, another year, a more gentlemanly spirit may be shown by those who should be our friendly rivals.

BOATING.

Were it not that so many articles on the races have appeared in New York and other papers, which completely misrepresent the whole affair, and place Harvard and her crew in a very false position, it would almost seem better that the usual account in the *Advocate* should give place to more inviting matter; so unsatisfactory to all was the day, and so productive of ill-feeling is the subject.

THE FRESHMAN RACE.

In this there was very little excitement for Harvard men. Amherst led about one-third of the way up the course, when Brown passed her, and kept ahead easily the rest of the race, crossing the line in 19 m. 45 sec. Amherst claimed, after the race, that Brown fouled her as she passed; this claim was not granted by the judges. As Harvard and Yale, who paired off and rowed up the course together, approached the Point on the right bank, Yale, having the outside, pressed Harvard so close to the shore that their oars overlapped, and one of the Yale oars struck a Harvard Freshman in the back. The Harvard crew stopped till the Yale passed out of their way; and as they were drawing up on them, they were again forced so near the shore that the copper was torn off from one of the Harvard oars by the shore. Their claim of foul was not granted, and Yale came in second. It seems but just to state that the crews had agreed, since there were four crews to row, that no coaching should be allowed; in spite of this, Yale's trainer was on the course, coaching his crew. Yet the Harvard crew were spoken of as "jockeys," by a New Haven paper, after the race.

THE UNIVERSITY RACE.

At last the time came for the great event of the day, for which every one was waiting, and from which every one expected so much excitement and pleasure. Alas, to what disappointment were they doomed!

At about six o'clock, the Harvard crew shot out from under the bridge. Enthusiastic cheers greeted them from the Grand Stand. They pulled directly to the line, and took their position next to the judge's boat.

After a tedious delay, the Yale crew followed and took their place. Previous to the start, it had been agreed upon between the captains of the two crews and Mr. Elliott, the starter, that there should be an interval of four or five seconds between the warning "Are you ready?" and the final "Go!" and that both crews should wait for the "Go." Contrary to this agreement, Mr. Elliott made no interval between the warning and the "Go." The Harvards waited for the "Go," and were not expecting it as soon as it came; while the Yale crew quietly slipped away on the "you" in "Are you ready?" This certainly looked like an understood thing. Notwithstanding this advantage gained by Yale at the start, Harvard led considerably as they passed the Point, and slowly but steadily drew ahead. They kept a beautifully straight course up the lake, pretty well out. As the crews approached the stake, Harvard was leading by at least two lengths, and had any trouble there been anticipated they undoubtedly would have been considerably further in advance; but inasmuch as they had the inside track, it was their policy not to do their very best until they had turned. Read ran his boat very close to the buoy,—a little too close,—but as the men on the port-side quickly slipped their oars under the float in accordance with his orders, he was in a fair way to make successfully one of the shortest turns on record. But as soon as the Harvards began to turn, the Yales overlapped them, and were only prevented from running them down by the cries of warning from the stake-boat. They stopped a moment, looked round, and then gave way again; thus forcing their bow completely over the after part of the Harvard, just in front of Lyman and almost into his lap. The rudder-wires were torn away, the yoke bent up, and the top of the rudder split off, rendering that necessary article entirely useless. This was all done in the face of fair and repeated warnings from the judges in the stake-boat, as well as from the Harvard stroke. Of course, after this, the Harvard was practically out of the race; for with the rudder jammed, and the yoke dragging on the starboard side, it was impossible to have any control over its course, as could plainly be seen from the Point when the crew finally pulled leisurely down. Yale kept on, and crossed the line in 18 m. 45 sec. Harvard followed slowly, and crossed in 20 m. 30 sec., after having been continually taunted and insulted on her way down by a man with whom it is to be regretted Yale has had so much to do. The Harvard crew immediately claimed the race; and as they supposed

they were rowing with gentlemen, expected it would at once be given to them in accordance with the universal rules of boat-racing. The referee refused to give his decision until the arrival of the judges and referee from the stake. When these gentlemen arrived and were questioned concerning the foul, they all (including the Yale judge) answered unconditionally that the foul was wholly on the part of Yale. But Mr. Clark, judge of the line, was not satisfied, and expressed his determination to have the decision deferred till evening. The referee, seeing that it was a plain case, was desirous of giving his decision on the spot: but still Mr. Clark and the Yale men protested. They raised the extraordinary and before unheard of point of "accidental foul." They claimed that if the Yale crew didn't mean to run into the Harvard, no matter how much they damaged her, they could not be held responsible! The most uninitiated can see how uncertain all races would be under such regulations, and how difficult would be the judges' duty. The persistence of the Yale men at last induced Mr. Brown, the referee, to give them a formal hearing at the Bay State that evening. At nearly eleven o'clock, after a long and patient hearing of all parties, and when the Yale men had been listened to for a long time after it was plain that they were simply trying to talk against time, the referee decided that by all rules of boat-racing the race had been fairly won by Harvard, and therefore awarded to her crew the Flags. It is needless to go into the particulars of the hearing; suffice it to say that every charge brought forward by the Yale crew was completely overthrown by the testimony of their own side, and that throughout the hearing the Yale men acted in a manner which we sincerely hope no Harvard man will ever be guilty of. The Yales refused to accept the decision of Mr. Brown, a gentleman whom both crews had chosen to settle all questions; and in a challenge, casting severe reflections on the integrity of that gentleman, they offered to row the race again. This challenge was declined, because it was impossible for the Harvards to accept it without acknowledging that the foul had occurred through their fault; that the race had been unjustly awarded to them, and that they were altogether in the wrong; while the Yales were wholly in the right, and were the injured parties. No one who saw the Harvards steadily drawing ahead up the whole course, and who knew from past experience their pluck and endurance and Read's short turns, could doubt for a moment the result of the race, provided fair play was insured them. No one could regret the unsatisfactory termination of the race more than the members of the Harvard crew themselves. They had given up more than a month of their vacation to row this race, and would gladly have waited longer if they could have been sure of a fair con-

test; but when they receive from any one such ungentlemanly treatment as they received at the hands of the Yale men, they think that the less they have to do with them the better. Harvard has always given way to Yale in the time of the race, in not making it a university race as she wished, and in every point of difference that has occurred; it seems no more than fair that she should be met half-way, at least, in so small a thing as common courtesy.

We cannot speak for future Harvard crews; but we *can* say that the members of the crew of 1870 assert that they will never row another race with Yale until she will insure them a fair race, and a course free from all such men as the one who figured so prominently in July last under the patronage of Yale colors.

WHAT'S TO BE DONE?

Another July has seen Harvard again victorious at the oar, but victorious in such a way that there is little real satisfaction in it.

The contest, instead of having been one of honest rivalry between the two colleges, and a fair trial of the muscle and pluck of each, has been degraded to lower ground by the use of professional tricks.

It is unnecessary to tell here the story of the race and foul. No amount of talking or writing can change the facts; these are past things, beyond our control; what we should try to do, is to find some means by which a recurrence of such disgraceful scenes may be prevented.

As long as the Yale men continue to make use of a professional trainer, they will probably be taught the use of professional tricks; and as long as the race course is open to all who have the impudence to place themselves there, in spite of any protest or remonstrance, just so long must we be liable to a repetition of the insults of this year.

It is not just that our men should be called upon to undergo a hard year's work and severe training, only to have their labor rewarded by foul play. They wish to have an honest trial, to decide which are the best men, and if the trial cannot be fairly carried out, they do not wish to try at all; furthermore, they go to Worcester expecting to meet gentlemen, and be treated like gentlemen; not, when they have been crippled by their opponents, to be subjected to the taunts of a hireling of Yale.

We have always given up to Yale's convenience, ever since our term has ended before theirs, by having our men stay here at work long after the vacation has begun. And this year when the patience of our men had been more severely tried than usual, and they were willing to give up a month of their own time to hard work, they were rewarded, first, by being run down by their opponents on the water, and afterwards by being run down in abusive articles in the New York

papers. Harvard men should have more self-respect than tamely to submit to such indignities; they should expect gentlemanly conduct on the part of their rivals, and refuse to row them, until they can be assured that the acts of this year shall not be repeated.

For myself, I cannot see any way which would be effectual, except to refuse to row Yale, unless she agrees to give up the use of a professional trainer, and to unite with us in making rules for the government of the course, which will insure to both parties freedom from outside interference, and to which all the colleges concerned shall agree to conform strictly. T. H.

[From the College Courant, Oct. 29.]

WORCESTER, ONCE MORE.

"We welcome back, this year, five of our ill-treated, but gallant and victorious crew, and trust that, another year, a more gentlemanly spirit may be shown by those who should be our friendly rivals." So says the Harvard *Advocate* of October 14; and as sworn admirers of genius, we are bound to doff our hats before the sublime, measureless, unspeakable injustice of its words. As friends of truth, on the other hand, we are bound to state once more to the world the facts upon which these words are based.

Five years ago,—when Harvard jealousy attempted to dim the glory of Yale victory by adding one full minute to the times of each crew as they were officially announced by time-keepers, judges and referee,—Yale, after one or two rejoinders in proof of a fact as indisputable as that the sun rises in the east, made no further attempt to refute the contemptible slander. The result was that Harvard has never lost an opportunity to push and proclaim it everywhere, until not only has it come to be honestly accepted as gospel-truth by the generation which has since grown up at that college, but even the present Yale undergraduates have fallen into a way of looking upon "Wilbur Bacon's time" as a thing, after all, rather doubtful, if not altogether a myth. This experience we do not care to have repeated; and so, since Harvard, emboldened by its former success, seems disposed to attempt a repetition of its tactics of 1865 (in that having brought disgrace upon the name of college-boating and of Yale, by its outrageous conduct at Worcester last July, it now attempts to shift the odium of it upon the very men whom it abused), no other course is left for us than to

depart from the traditional Yale policy of silence, which has brought so poor a return, and to give back word for word. It is three months since the races were rowed; and we should be willing to leave the public alone with its opinions, as they were formed when the matter was fresh, and both sides had stated their case. But the *Advocate* has decreed otherwise; and its insulting words—all the more censurable because coming from a journal which stands at the very head of the American college press—must be replied to.

First, in the matter of the Freshman race: It was in the month of June that the Yale '73 boat-club sent a challenge to the corresponding club of Harvard to row a six-oared race, at Worcester, on the 22d of July, under the usual rules, for the Freshman championship between the two colleges. This challenge the Harvard '73 duly accepted; and both crews fell to work to prepare themselves for the race. Meanwhile the Freshman crews of Amherst and Brown send in challenges to their Yale and Harvard brethren, asking to be allowed a chance to share in the contest between them. To this Harvard consents, but Yale says, "No. We aim to take the Freshman flag from Harvard only. This decided, we will agree to row an independent race with you." With this understanding, Yale's Freshman six went up to Worcester. Here the Brown captain first met them, and urged them to reconsider their decision, saying that the Amherst crew were even more anxious for such reconsideration than themselves, that the Harvard crew also desired it, and that the "general sentiment of the Worcester people" was unanimously in favor of a single trial between the four crews. Still, he admitted that the Brown men would be willing to row in a separate race with Yale, if the point were insisted upon. But when the Amherst captain appeared, it was plain that *his* crew and college would think the time and money spent in making preparations almost thrown away were they not allowed to enter into the Yale-and-Harvard race. The idea even was advanced that as Harvard had won the Freshman race ('72) of the year before, the outside colleges understood its present representatives ('73) to have entire control of the matter, even allowing them to participate in spite of Yale's veto. The Yale

crew held firm to their first agreement, however, until the very day before the race, when they had an interview with their Harvard rivals, to perfect the final arrangements. Here Harvard showed its fine sense of honor, by refusing in so many words to row the race it had agreed to row, unless Yale would also allow the two outside colleges to enter it. Yale being thus pressed to the wall,—and seeing that its further refusal would at once be used to place it before the public in a false light, as the breaker-up of the race, the despiser of small colleges, and so forth,—at last gave its angry consent to the innovation. Then the arrangements were decided upon, and of course in making them Harvard had its own way in everything, since the other two colleges naturally sided with the one which had befriended them; and so Yale was thenceforth at their mercy. It wanted two stakes (a thing desirable even were there only two crews in the contest), but Harvard said, No, the four boats must all turn about a single stake; and so on for the rest of Yale's suggestions. In this pleasant frame of mind the four crews entered upon the race.

The result is well known: Amherst and Brown started up the left side of the lake together, Yale and Harvard the right side; Amherst being nearest the left shore, Harvard nearest the right. At a distance of perhaps a mile from the start, the Amherst boat veered to the right and was fouled and disabled by the Brown, which proceeded on its way to the stake, just as the Yale was making a long turn around it, with the Harvard close behind. Brown, by making a skilful short turn inside of Yale, then got the start, and came in first, in 19 m. 21 s., closely followed by Yale in 19 m. 45 s., afterwards by Harvard in 20 m., and finally by the disabled Amherst boat, whose time was not taken. On reaching the judges' boat, Yale at once put in the claim of a foul against Harvard, to which Harvard shortly afterwards added the claim of a foul against Yale, which latter claim was disallowed by the judges. The *Advocate* asserts that when the boats came together one of the Harvard crew was struck in the back by a Yale oar; and the assertion may be a true one; but it is certainly a fact that the Yale stroke-oarsman was given a blow in the leg by a Harvard oar, whose mark he carried

for a fortnight or more; and that this was done in obedience to the plainly-heard order of the Harvard captain, "Strike 'em! sink 'em if you can!" As for Amherst's claim of foul against Brown, it was disallowed under the rule forbidding one boat to cross the straight course of another. Had it been granted, Yale, which came in second, would have received the flag. The conduct of Harvard in this matter is susceptible of but one explanation: a determined resolution that, come what would, *Yale* should not have the flag. Knowing itself to be the poorest crew upon the lake, and believing that,—if it rowed the race it promised to,—it would almost certainly be defeated, Harvard insisted upon having the outside colleges take part, not only because of the chance that one or the other of them might fairly vanquish Yale, but also for the opportunity thus afforded for jockeying and favoritism in the decision of the fouls which were almost certain to happen if four boats attempted to turn about a single stake. The *Advocate* says that, "for Harvard men, there was very little excitement in the Freshman race." Exactly.

And now, the University race: "The Harvard crew have the inside. After a tedious delay the Yale crew follow and take their place. Previous to the start," thus the Harvard *Advocate*, "it had been agreed upon by the captains of the two crews and Mr. Elliott, the starter, that there should be an interval of five seconds between the warning, 'Are you ready?' and the final 'Go!' and that both crews should wait for the 'Go!'" Contrary to this agreement, Mr. Elliott made no interval between the warning and the 'Go.' The Harvards waited for the 'Go' and were not expecting it as soon as it came; while the Yale crew quietly slipped away on the 'you' in 'Are you ready.' This certainly looks like an understood thing." We beg leave to assure the Harvard *Advocate*, in the most emphatic of typographic language that it WAS "an understood thing"; and to offer it our thanks for giving us a chance to prove by its own utterances Harvard's disgraceful treachery. For a few years past it has been remarked by everyone that the Yale boat has shown an unaccountable slowness in getting off—Harvard always shooting ahead a boat's length or so before its rival's oars move the water. This year, on the contrary, it was a

matter of general comment and congratulation, that the two boats started at the *same identical instant*. The reason of the phenomenon was a simple one: in former years Yale has waited with sturdy honesty for the 'Go,' only to have Harvard "quietly slip away on the 'you' of 'Are you ready?'" This year's Yale captain thought that the scandalous game had been played long enough, and so had it "distinctly understood" by his men that they were to start with the starter's first word. How was it with the Harvard crew, whose captain had taken special pains to have the interval between the "Ready?" and the "Go!" lengthened to five seconds? As before said, it is undisputed and notorious that they started on the exact second with their rivals! What other explanation can be offered than this, that Harvard, not satisfied with its ordinary advantage at the start, had plotted in cold blood to defraud the Yale men of a clear *five seconds* at the very outset of the race? It is worth saying, however, that the Yale judge distinctly told the Harvard captain, when he repeated his "five seconds," demand, just before the start, that the word would be given in the usual way.

Well, the two crews, whose mutual sharp practice had given them an even start, shot off up the lake, and were out of sight. Of the alleged foul on the way up, we will say nothing here. Harvard, spurting desperately, could not widen the gap which it had at first put between itself and its rival, and the steady strokes of the Yale crew brought their craft close upon the other, as the stake was neared. Against this, Harvard, in attempting a short turn, bumped its boat, and sharply enough, too, to snap its wires and unship its rudder, whatever may be the fact as to whether or not this really happened. Yale also, after stopping until Harvard was apparently clear of it, grazed upon the stake, and, as the Harvard crew had meanwhile thrown their boat directly across Yale's course, the bow of the latter's boat slid for a second over the stern of the Harvard, which latter in another instant was shooting off down the lake again. We make this concession,—though the collision was so slight that some witnesses at the stake assert that the boats did not touch at all,—but we do not believe that the accident really disabled the Harvard boat. At all events,

having turned the stake, it had no further need for a rudder, and the captain's cry of "Now we have 'em, boys!" shows that it was not until the Yale boat passed that the idea of "foul" was thought of, as an excuse for unexpected defeat. Yale came in in 18 m. 45 s. Harvard, after it found it had lost the race, with a great display of broken wires and dragging rudder, leisurely pulled after, in 20 m. 30 s. Then, without even waiting for the report of the judges at the stake, it claimed that the flag should at once be awarded to itself, and, when finally those judges had reported in its favor, it insisted that the decision should be no longer postponed. The firmness of the Yale judge, however, secured a postponement of the matter till evening, and at least the form of a "hearing" for Yale.

The "hearing" commenced in a room at the Bay State House, the bow-oar of the Freshman crew being the only Yale representative present when the door was locked, and a policeman placed before it. Finally, after the Harvard men had fully arranged their plans with the referee, the Yale men were able to force an entrance. It was ruled that none but the bow-oars of the two crews should offer any testimony, and the "evidence" was elicited by asking the Harvard representative such "leading questions" as "Didn't the Yale boat run into you!" etc. By a slip of the tongue, the Harvard man, in telling his story, confessed how that, half way up the lake, he "swerved round to the right"; but he immediately "corrected" his statement when he was reminded that it confirmed the very charge which Yale wished to bring against him.

Harvard attempts to make the public believe that Yale's dissatisfaction with the referee arose solely from his decision of the foul at the stake-boat; and to keep out of sight the existence of any other cause of controversy. The real point involved is well brought out by Mr. Scranton's account of the "hearing," published in the New York *Evening Post* of August 5: "We claimed that, before the boats reached the stake, where the alleged foul took place, Harvard had crowded us out of our course. If we could sustain this charge, Harvard, by the rules of boat-racing everywhere, would be ruled out of the race. Certainly,

whether we could sustain the charge or not, we had the right to make it, and, in common decency, to be heard upon it. But the referee at once refused decisively to take any testimony whatever on the subject, saying he would permit no such point to be made! We handed him the printed regatta rules, in which it was distinctly stated that, if an inside boat jockeyed an outside, she should be ruled out from that moment. He replied, 'These rules are for Worcester boats, and don't apply to the college races.' We said: 'This is the universal rule of boat-racing in America and England.' 'Gentlemen,' said the referee, 'the inside boat has the right of the course, and can go where she likes.' We said: 'If that is so, then she can drive the outside boat ashore.' To which he gave this squelcher: 'Gentlemen, I believe that I am the referee, and that my decision ends the matter. I decline to hear this point discussed, or to take any testimony upon it.' And so he shut us up, and gave the race to Harvard.

"Very well. Now, Mr. Editor, observe how this judge, whose decisions we are called upon to admire, ignores his own principle of five minutes previous, when, by his adhering to it, Yale would be advantaged. In the Freshman race, Amherst had the inside; then Brown, Yale and Harvard. Going up the lake, Amherst (which has the inside, mind you, and therefore, according to the referee's statement not ten minutes before, has the right of the course, and, according to the referee, can row all over the lake, if she likes) appears, according to the testimony, to swerve a little to her right, whereupon Brown runs into her, and damages her, so as virtually to throw her out of the rest of the race. Now, according to the referee's principle laid down in the university race, if ever there was a dead foul, this was one. To declare it so, however, would give the race to Yale, who came in second. He therefore decides that Brown did not foul Amherst, and gave the race to Brown. He also took testimony as to Yale's having crowded Harvard in this race, the very thing he had refused to do in the university decision."

In the face of all this, the *Advocate* thinks it "needless to go into the particulars," because that—"after a long and patient

hearing of all parties"—every charge brought forward by the Yale men was completely overthrown by the testimony of their own side! Quite as far from the truth is it in saying that, about the stake-boat affair, the Yale judge or men "raised the extraordinary and before unheard of point of 'accidental foul.'" The expression originated with no less a personage than Mr. William Blaikie. In deciding the Freshman race, he asked the Brown boys if their running into the Amherst boat was not "purely accidental?" and they said that it was, and so he gave them the race. In the case of the stake-boat mishap, the Yale judge simply drew attention to the circumstance, in suggesting the possibility that the Harvard boat was at fault, in that, after making the turn, it stopped still, directly in the course of its rival, for no other apparent purpose than to delay it, while it gave a breathing spell to its own exhausted crew,

The refusal of Yale's challenge to row the race over again can hardly be accepted by any rational mind as anything else than a sign of cowardice. The *Advocate's* claim, that the acceptance of it would be a confession that Harvard was wrong and Yale right in everything, is almost as absurd as the pretexts urged at the time—that the crew had broken training—that one of them *must* leave town that night—that they didn't want to snub the referee—and so on. How does this compare with Yale's action in 1865, when, after winning an unexampled victory, it consented to a second trial, in the next day's "citizens' races," the result of which, though favorable to Yale, put another "argument" in Harvard's hands for belittling the glory of the day before? The preposterous assertion that "Harvard has always given way to Yale," at the time of the race, "in every point of difference that has occurred," makes it worth recalling the facts that Yale has time and again asked for a "straight away" race, on a course like that at New London or Springfield, where there is no possibility of mishap, and that Harvard has always refused; that Yale at Worcester demanded two turning-stakes, and that Harvard refused; and so on through the list. It is, of course, true that Harvard has to wait for the race a month later than it wishes; but, so long as the

faculty refuse to allow the Yale crew to row in term-time, there seems to be no help for it.

We have put off till the end our rejoinder to the *Advocate's* only point against Yale, which has even the shadow of reason to support it: the insulting words offered by the Yale trainer, Walter Brown, to the defeated Harvard crews. His disgraceful taunts were of course in the highest degree exasperating; and were regretted by no one more than by the Yale men upon whom Harvard unjustly attempts to cast the odium. So long as Harvard refused to agree to Yale's wish that *all* boats should be ruled off the course, Mr. Walter Brown had the right of an American citizen to be present there. If he acted unbecomingly, to him alone belongs the reproach. He had been upon the water at previous University races, long before Yale ever employed him as trainer, and there is no reason to suppose that, even if he had nothing to do with the Yale crew this year, he might not have gone to Worcester and vented his personal spite against the Harvard men in exactly the same fashion. He had nothing whatever to do with the Freshman crew, however, and the *Advocate's* assertion that he "coached" them on the race, in defiance of an express agreement among the crews that nothing of the sort was to be allowed, is of course untrue. But while washing our hands of all responsibility for the personal actions of a "professional" trainer, we cannot help remarking that the exultant cries on the part of "the Yale hireling," Walter Brown, seem to us less censurable, on the score of "gentlemanliness" and "decency," than the ruffianlike display of pugilism, on the part of the Harvard graduate, judge and representative, William Blaikie.

L. H. B.

[From the Harvard Advocate, Nov. 11.]

COMMUNICATION.

We have read an article in the *College Courant* of Oct. 29, entitled "Worcester Once More," and we are forced to admit that, in our opinion, the *Courant* has for once spoken unadvisedly. Four and a half columns are filled with vituperation of Harvard and Harvard men; and we are sorry to say, that the numerous assertions in which the *Courant* indulges seem to rest on very slight authority.

Now the only point on which Harvard's right to the flags and medals could be rightly disputed, was the question whether she had been fouled by Yale at the stake; for (the *Courant* to the contrary notwithstanding)

any one conversant with the rules of boating would not for a moment entertain the claim of foul which Yale made, where Harvard was only accused of bad steering, and it was not even asserted that the boats "collided."

There were in the stake-boat, if we remember right, two reporters, two men to row, one man from the Worcester Regatta Committee, a stake judge each for Brown, Amherst, Harvard, and Yale, and a stake referee. All these, without hesitation, reported that Yale fouled Harvard at the stake, though the reports of the last three alone had official weight; and none of these men asserted that the Harvard boat was injured by a collision with the stake as the *Courant* maintains. Now it is evident to the judicial mind that the referee had to give his decision in accordance with this testimony, which he did. After this, any reflections on the justice of the decision were unwise as well as ungentlemanly.

We are sorry to hear from the *Courant* the acknowledgment that Yale's advantage at the start "was an understood thing," as we had before considered this charge merely an outbreak of partisan feeling on the part of a brother contributor; but we are most deeply sorry that the *Courant* should fill a page and a half of its really valuable room with a most insulting attack on Harvard, which, aside from its glaring injustice, only serves to increase the existing indignation, and to widen the gap which there is at present between the two leading colleges of America.

OPINION OF THE WORCESTER REFEREE.

It may perhaps be interesting just now to recall the authorized statement of Mr. Edwin Brown, the referee in the Worcester races:—

"There was at the upper stake-boat the judges of Yale, Harvard, Brown, and Amherst, besides Mr. C. C. Baldwin, and Mr. William M. Olin of the Boston *Advertiser*. When they came down I asked them if there had been a foul, and they all said that Yale had fouled Harvard, speaking of it as one of the most evident fouls they ever saw. I asked the Yale judge, when he came down, if there had been a foul, and he said 'Y-e-es.' He did not deny it; but just then the other Yale judge used his exertions to have the matter put off until evening. He said: 'We won't decide the matter now; we will hold on a bit.' I might just as well have decided then as afterwards, but entirely to gratify Yale I put off my decision until evening. The point about the Harvard pushing the Yale from the course was not brought up until that evening at the Bay State House. I should think it was not more than five or ten minutes before I made my decision. It seemed to me evidently only 'a straw.' I asked Phelps whether the Harvard had touched oars with them, and whether the Yale had been crowded into the bank so as to touch their oars, and he answered distinctly, 'No.' I then refused to

consider any evidence on that, because I thought it had nothing to do with the race. The boats have to make a turn around the Point to round the stake-boat because the course is not straight. I saw from the judges' boat that Yale was not taking a straight course up the lake."

Mr. Brown further said that he did not take this complaint into account, because he did not consider that the course which Harvard had steered had been such as to interfere with the fairness of the race. The complaint was entirely an afterthought on the part of Yale, when they found the decision was going against them. * * * * *

"If I had any feeling at all it was in favor of Yale, for I wanted to see them beat this year."

[A number of communications have been received on the *Courant* article, but it has been thought best to defer further discussion until a reply to our Boat Club's letter is received from Yale.—EDS.]

AT a meeting of the Boat Club, held Wednesday, Nov. 9, the following resolution was adopted:—

Whereas it is doubtful whether the article which appeared in the *College Courant* of Oct. 29 (entitled "Worcester, Once More"), is authorized or indorsed by the Yale Navy:

Resolved, That a letter be immediately written to the Yale Boat Club, inquiring whether they authorize or indorse the views expressed in that article.

[From the *College Courant*, Nov. 19.]

ADDENDA ET CORRIGENDA.

"A Communication" appears in the *Harvard Advocate* of Nov. 11, which seems to need a reply. Spite of the ambiguous heading, as the remarks are expressed with the "editorial we" and are not accompanied by any signature, we accept them as the utterance of the paper in which they appear. The *Advocate*, then, refers to our plain statement of the facts concerning the last University race ("Worcester, Once More," in our issue of Oct. 29), as "four and a half columns of vituperation of Harvard and Harvard men"; thinks that "for once we have spoken unadvisedly" in saying what we said; and "is sorry to say that our numerous assertions seem to rest on very slight authority." Without attempting to disprove them at all, however, it goes on to make this counter assertion of its own: "Now the only point on which Harvard's right to the flags and medals could be rightly disputed, was the question whether she had been fouled by Yale at the stake; for anyone conversant with the rules of boating would not for a moment entertain the claim of foul which Yale made, when Harvard was only accused of bad steering, and it was not even asserted that the boats 'collided'."

It is certainly refreshing to be talked to in that way, and to have the most fundamental

and universal of boating rules—that no boat shall steer across the straight course of another rival boat—so coolly denied. But, then, quite aside from this, how is the *Advocate* to explain the ugly fact (which we are unkind enough to insist upon dinning into its ears until it can answer our question) that the model young referee of Worcester recognized the rule when it worked to the disadvantage of Yale, and refused to recognize it when it might work to Yale's advantage? In the Freshman race,—to tell the old story once again,—he (very properly) ruled that, though the Brown boat disabled the Amherst, the latter could not claim a foul because, "Simply for its bad steering," it deserved to be run into. Had he ruled Brown out, the Yale Freshmen, who came in second, would have had the race. But in the University contest, when Yale offered to prove that Harvard had driven it out of its course, he ruled that "the inside [Harvard] boat had a right to row where it chose," and—to use his own words, which, strangely enough, the *Advocate* quotes, as if they strengthened its position,—he "*refused to consider any evidence on that point*, because he thought it had nothing to do with the race"! What amount of admiration seems due to a referee who publicly announces that he "refused to hear any evidence" upon a most vital point, because he "thought" it had nothing to do with the race; when five minutes before, in a similar case, he had listened to all the evidence upon exactly the same point, and given his decision in accordance with it?

But the *Advocate*, boldly ignoring this unpleasant dilemma, tries to convey the impression that Yale is chiefly dissatisfied with the decision of the foul at the stake-boat, and that it attempts to deny that any such foul took place. "None of the judges at the turn asserted that the Harvard boat was injured by a collision with the stake, as the *Courant* maintains." The *Advocate* well knows that we maintained nothing of the sort. Our words were these: "Against this stake, Harvard, in attempting a short turn, bumped its boat, and sharply enough, too, to snap its wires and unship its rudder, whatever may be the fact as to whether or not this really happened." In the face of this distinct refusal to express any opinion upon a point concerning which we had no certain testimony at our command, the *Advocate* declares us to "maintain" that the Harvard boat was injured by its collision with the stake!

But the most glaring injustice to and misrepresentation of our remarks is this: "We are sorry to hear the acknowledgment that Yale's advantage at the start 'was an understood thing,' as we had before considered the charge merely an outbreak of partisan feeling on the part of a brother contributor." Now, it is an indisputable fact, which every printed account of the race—among others,

Mr. William Blaikie's, in the *Tribune*—lays special stress upon, that so perfectly even a start has rarely been made as was made by the two rival boats in the last university race. It "WAS 'an understood thing,'" we said, among the Yale men, that they were to start "on the 'you' of 'Are you ready?'" in order to "get even" with Harvard, which had for some years been in the habit of gaining an unfair advantage by doing this very thing. The point we made was, that while the Harvard captain, by the *Advocate's* own admission, tried this year to have the time between the "Ready?" and the "Go!" prolonged to five full seconds, he adhered to his old trick of starting his crew "on the 'you' of 'Are you ready?'" The result was that, as Yale, warned by experience of previous treachery, did the same thing, both boats started at the same identical instant. Once again, then, we challenge the *Advocate* to give any other explanation of the fact than this, "that Harvard, not satisfied with its ordinary advantage at the start, had plotted in cold blood to deprive the Yale men of a clear *five seconds* at the very outset of the race!"

We have no comment to make upon the overbearing arrogance and sublime superciliousness displayed by the *Advocate* in this controversy, further than to say that we shall not allow it to put us out of temper, or to blind the public as to its utter inability to fairly disprove our charges. We shall insist upon sticking close to the main question, and holding the *Advocate* down to the real facts of the case. It may call our plain statements "columns of vituperation," or "insulting attacks," or "glaring injustice"; it may talk of its "insulted but victorious crew," of "ungentlemanly treatment at the hands of Yale," of "expecting to meet gentlemen and be treated like gentlemen," of "fair minded, gentlemanly views," of "things which do discredit to those whom we had considered gentlemen"; it may try to throw upon Yale the responsibility for the moral character of Walter Brown, and call him "a professional hireling," and order that he be no longer employed as a trainer, and ask us to "start a purse for the little wanderer" in his bankruptcy; all these things it may do until doomsday, without drawing out a single ill-natured retort from us, or dragging us into the *tu-quoque* wrangle which it so much desires. We shall simply cling to the position taken in our article of October 29,—a position which we believe to be impregnable,—and, as often as need be, shall oppose Yale facts to Harvard bluster, until even the most devout believer in the value of "bluff" shall be convinced of the hopelessness of a successful repetition of the tactics of 1865.

It might once have been thought that the *Advocate* did not fairly reflect the sentiment of the college and its boating men; and indeed we had heard that in private the

latter were disposed to admit themselves somewhat in the wrong, at least so far as to regret their refusal to accept Yale's challenge for a second trial. But when the Harvard Boat Club so far loses its dignity as to send a formal message to the Yale, demanding whether or not the latter "endorses" the sentiments of a particular newspaper article, we may feel justified in supposing it to be capable of anything. The action of the club in looking upon the request as an impertinence and insult which deserved no reply, can hardly be thought unnatural, and was perhaps the very thing which Harvard expected and desired. But that the *Advocate* may have no excuse for shirking a reply to the damaging statements of "Worcester, Once More," we beg leave to assure it that while that particular article—like every other editorial utterance of this paper—was "authorized and endorsed" by no one save ourselves, yet it has so happened that its sentiments have given universal and entire satisfaction among all the undergraduates of the college, and have been accepted by them as a perfectly fair statement of Yale's position in the matter.

The action of the Boat Club, too—in putting into formal terms the unanimous opinion which since last July has prevailed among all friends of the college, and lovers of fair play generally, that no Yale crew can ever again row at Worcester,—meets with our hearty approval. Harvard must now decide whether it will consent to engage in a race where the arrangements are such as to render foul play or contention of any sort absolutely impossible, even though both the parties should desire it; or take upon itself the responsibility of breaking up the system of university races altogether. We repeat once more that our article of Oct. 29, fairly reflects the Yale view of the late University race, and we once more call upon the *Advocate* to defend itself from our charges.

L. H. B.

[From the Harvard Advocate, Nov. 25.]

COMMUNICATION NO. II.

The article in the *Advocate* of Nov. 11th, entitled "Communication," was, as it purported to be, from the pen of one entirely unconnected with the paper; and I must apologize to the *Courant* for misleading its managers by the use of the editorial "we," which pronoun was employed from ignorance of journalistic etiquette.

The *Courant*, in its attack upon the above-mentioned article, entirely mistook the spirit of the writer, which was intended to be as impartial and dispassionate as he could make it, and as conciliatory as was possible, coming, as it did, from the party which occupied the stronger position. The point as to whether a boat which neither collided with another nor forced that other upon any obstacle can be said to have committed a foul upon it, no one, I hope (except of

course a Yale man when so far out of his element as to argue upon boating matters) will be absurd enough to entertain; but the *Courant* asserts or strongly implies that the case of the foul between the Amherst and Brown Freshman crews, and that of the alleged bad steering of the Harvard crew in the University race, are parallel; and here there is surely some mistake. The fact that the Amherst crew did not have enough of a lead to allow them to cross Brown's bow was sufficiently shown by the resulting collision; while the utmost endeavors of the Yale men were unable to bring them so near to the Harvard boat as to give them the opportunity of fouling till the Harvards turned the stake. But all this argument is based upon the *Courant's* assumption (an after-thought as it was, and trumped up by Yale when every other pretext failed) that Harvard did not steer straight; but several of my associates at the stake, as well as I myself, noticed that the steering from the start to the stake was as straight as possible. The *Courant* seems disposed to bring in irrelevant matter, but these charges are all that it appears to be worth while to consider; for we trust that the public mind will rise superior to the palpable idiocy of the charge that Harvard "plotted in cold blood to deprive the Yale men of a clear *five seconds* at the very outset of the race," and similar affirmations.

I am glad to see that the temper of the *Courant* was, as usual, serene, even while perpetrating such absurdities as appeared in the last number; and it is only lack of time which induces me to pass over its witty sneers with no more than this slight notice.

G. H. G.

[The above communication calls for a word of explanation on the part of the editors of the *Advocate*. The discussion started by the resolution of the H. B. C., inquiring into the authority of the *College Courant* to state Yale's opinions on matters in which Yale undergraduates are concerned, arose from the supposed "independent" position of the *Courant*. Yale has never before recognized the *Courant* as its organ, and from this generally received opinion arose the resolution referred to.]

YALE'S REJOINDER.

We clip the following from the *College Courant* of Nov. 19. Comments are neither appropriate nor necessary, but we will say, and do say, that we have not read any thing more deliciously ridiculous than this, for seventy or eighty years:—

"A meeting of the Yale Boat Club was held in the President's lecture-room at two o'clock on Wednesday afternoon, and though the call had been issued only a few hours, there was a very fair attendance.

"The chairman then read a duly certified letter, which had been received from the Harvard Boat Club, asking a formal reply to the following resolution, which had been

adopted by the H. B. C., at a meeting held Nov. 9:

'*Whereas*, It is doubtful whether the article, which appeared in the *College Courant* of Oct. 29 (entitled "Worcester Once More"), is authorized or indorsed by the Yale Navy:

'*Resolved*, That a letter be immediately written to the Yale Boat Club, inquiring whether they authorize or indorse the views expressed in that article.'

"In reply to this, several speeches were made, the gist of which was that the Harvard resolution was too puerile and impertinent to deserve any reply. It was accordingly voted, with great unanimity, that no attention whatever be paid to it. The captain then stated, in behalf of the University crew, that although every one of their number had resolved that they would never row a race at Worcester again, under any circumstances; and although it seemed to be the universal opinion among Yale men and the public generally, that no Yale crew with any sense of self-respect could ever again consent to row there, it nevertheless appeared desirable thus early to have a formal and authoritative statement of this sentiment officially indorsed by the Boat Club. After some little discussion as to the best mode of expressing this resolve, a motion was passed to this effect: that no Yale crew shall be allowed to challenge a corresponding crew of Harvard except for a "straight-away" race [of three miles], upon any course in the United States which Harvard may select. The meeting then adjourned."

[From the *College Courant*, Dec. 3.]

SILENCE GIVES CONSENT.

"Communication No. II.," in the *Harvard Advocate* of Nov. 26, states that the former "Communication," on which we commented a fortnight ago, was not the utterance of that paper itself, but only of an individual correspondent, who in this present case expresses himself in the first person singular, and signs himself "G. H. G." With all his former modesty he now says that "the *Courant*, in its attack upon the above-mentioned article, entirely mistook the spirit of the writer, which was intended to be as impartial and dispassionate as he could make it [make what? the "spirit," or the "article"?], and as conciliatory as possible, coming, as it did, from the party which occupied the stronger position." It will be remembered that this dispassionate writer showed his conciliatory spirit, in the piece referred to, by calling our plain account of the last University race, "four and a half columns of vituperation of Harvard and Harvard men," "an insulting attack on Harvard," and so forth; and he now, in the same courteous style, hopes that no one will be absurd enough to believe in that fundamental rule of all fair racing (that one boat shall not steer across another's course), "except of

course a Yale man when so far out of his element as to argue upon boating matters."

"But the *Courant* asserts or strongly implies that the case of the foul between the Amherst and Brown Freshman crews, and that of the alleged bad steering of the Harvard crew in the University races are parallel." Exactly; we have asserted it again and again, for it is the vital point of the whole controversy, and a point which Harvard has hitherto insisted upon ignoring altogether. "G. H. G." now attempts to get around it by claiming that while the Amherst crew did not have enough of a lead to allow them to cross Brown's bow (as shown by the fact of the collision), "the utmost endeavors of the Yale men were unable to bring them so near to the Harvard boat as to give them the opportunity of fouling till the Harvards turned the stake." Now, this is a matter of opinion, and "G. H. G.'s" assertion of his belief proves no more than our assertion of exactly the contrary belief, that is to say, nothing.

"But all this argument," he hurries on to explain, "is based upon the *Courant's* assumption (an afterthought as it was, and trumped up by Yale when every other pretext failed) that Harvard did not steer straight; but several of my associates at the stake, as well as I myself, noticed that the steering from the start to the stake was as straight as possible." As, from the nature of the course, the boats could not come in sight of the stake for some time after starting, this seems a rather absurd assertion, but we are willing to overlook its necessary incorrectness on the supposition that the writer intended only to assert that, during the time the boats were in sight of the stake, "the Harvard steering was as straight as possible." Perhaps it was, and perhaps the Harvard boat was far ahead of its rival all the way up the lake; but the Yale men told a different story,—and "whether or not they could sustain the charge [that Harvard drove them from their course], they certainly had a right to make it, and in common decency, to be heard upon it." But the referee forthwith—to quote his own published words once more—"refused to consider any evidence upon that point, because he thought it had nothing to do with the race"! Here, then, is Yale's grievance,—which no amount of sophistry or assertion or invective or "argument" can possibly smooth over,—that the referee decisively refused to give their case a hearing. Admit that it was "an afterthought," that it was "trumped up when every other pretext failed," that it was "utterly absurd and groundless," still the ugly fact remains as before, that "they had a right to make the charge, and in common decency, to be heard upon it." It is idle for anyone, at this late day, to attempt to prove either that they could or could not have supported their claim. We have never made any such attempt. We only insist on keeping public attention fixed upon the "main question,"

that Yale was denied a hearing altogether. It is perfectly true that Yale men do not think that the stake-boat foul should have been decided against them, and they would probably not have been satisfied had the referee refused to admit their claim after hearing the evidence in its support. But then, they would have had no technical cause of complaint, and however much they might have grumbled among themselves, they would have uttered no public word of protest against the decision of the referee, or against Harvard's refusal to engage in a new trial.

"The *Courant*," says "G. H. G.," "seems disposed to bring in irrelevant matter, but these charges are all that it appears to be worth while to consider; for we trust that the public mind will rise superior to the palpable idiocy of the charge that Harvard 'plotted in cold blood to deprive the Yale men of a clear *five seconds* at the very outset of the race,' and similar affirmations." Having by the use of this pleasing phrase, got rid of answering a thing which we have twice proved, by the *Advocate's* own admissions, to be a fact, "G. H. G." closes with the remark that it is only the lack of time which induces him to pass over our "witty sneers" with so slight a notice. An appended editorial note states that "the discussion, started by the resolution of the H. B. C., inquiring into the authority of the *College Courant* to state Yale's opinions on matters in which Yale undergraduates are concerned, arose from the supposed 'independent' position of the *Courant*. Yale has never before recognized the *Courant* as its organ, and from this generally received opinion arose the resolution referred to." The *Advocate* also quotes our account of the action of the Yale boating meeting of Nov. 16, with the editorial remark, "Comments are neither appropriate nor necessary, but we will say, and do say, that we have not read anything more deliciously ridiculous than this for seventy or eighty years." Perhaps this is the reason why it publishes none of the many communications which it said were sent to it in reply to our article of Oct. 29, but kept back until a reply to their extraordinary question should have been received by the Harvard Boat Club.

It is worth while, in conclusion, to draw attention to several significant facts. The controversy was begun by the *Advocate*, which, nearly three months after the events had happened, published an account of the race, for the avowed purpose of correcting the "misrepresentations" of the "New York and other papers"; but really for the purpose of giving Harvard the "last say" upon the matter. In return, we published an extended account of all the facts of the race, and of Yale's real grievance, and took occasion to refute some of the *Advocate's* statements and to use others as proof of certain damaging charges against Harvard. The *Advocate* has itself made no reply to this. It has let one or two correspondents speak

through its columns, and has thrown out various disconnected slurs and "little digs," but editorially it has made no attempt to clear itself. And though its original article was confessedly written in reply to the "New York and other papers," it excuses itself from attempting to answer the reply to that article, on the ground that the paper in which it appeared did not "represent Yale undergraduates," and was not a "recognized Yale organ"! We certainly make no claim that our paper is an "organ" of Yale or any other college, or that its utterances "represent" the opinions of anyone but ourselves (though it chanced that our reply to the *Advocate* did give general satisfaction to the boating men of the college); but we cannot see why the force of our facts and logic is thereby lessened at all: and we do not believe that if the *Advocate* felt able to disprove the plain charges of "Worcester, Once More," it would hesitate to do it, even had the article been published in the *Sitka Times* instead of the *New Haven Courant*. L. H. B.

[From the College Courant, Dec. 17.]

A VOICE FROM BROWN.

Brown University's literary representative, the *Brunonian* monthly magazine, naturally arrays itself upon the side of Harvard in the boating controversy, and speaks about last summer's Worcester races with a wildness almost worthy of the *Advocate* itself. It says, for example, that "the Yale papers find fault with the referee for not giving the Freshman race to Yale, though the Brown crew beat it by over six lengths, or, if allowance be made for the time lost in the foul with Amherst, by more than fifteen lengths."

Now, although we have given a very close attention to this matter, and have read about everything printed concerning it, we have never yet met with anyone, either at Yale or elsewhere, who either in print or in conversation, has ever found any fault with the referee for giving the Freshman race to Brown. The only remark we can think of which even hints at any such absurd claim is the self-evident truth, which has been so many times repeated, that on the same principle by which the referee said that the inside (Harvard) boat in the university race "could row where it liked," the inside (Amherst) boat in the Freshman race could also row where it liked; and so, as the Brown ran it down, it put itself out of the contest, and the Yale Freshmen, who came in second, won the race. But this example has invariably been brought up only to show the utter folly of the referee's decision, that the "inside boat could row where it liked." Yale has insisted upon it that he decided aright in the Freshman race, by ruling out Amherst, for rowing across its rival's course, and that hence, in the university race, he ought to have ruled out Harvard for doing the same thing, provided, of course, that the

fact could be proved. But here he squarely contradicted his former righteous decision of the Freshman race, and refused to take any evidence.

Another writer in the *Brunonian* also seems to be badly cut up because the compiler of the Yale *Banner*, in making out his tabular statement of "Yale vs. Harvard," merely announced that in the Freshman race the Yale crew were victorious over the Harvard, without mentioning the other competing boats, or the fact that the Brown Freshmen really won the race. We ourselves rather questioned the taste of the *Banner* in doing this; but then it is silly to assert that it or any "other Yale publication" claims that the Yale crew won the Freshman flag and medals. "The time made by the Yale Freshmen was 19.45, and not 19.35, as has been persistently stated by every Yale publication," says the writer, and we presume likely he may be correct in saying so. When we wrote our article of Oct. 29 ("Worcester, Once More"), we happened to have seven different newspaper accounts before us, three of which said "19.35," and four of which said "19.45." Accordingly, in lack of any certain evidence, we adopted the figures which were the most flattering to the Yale crew. We presume the *Lit.* came at the result in about the same way, and the *Banner*, comparing the two statements, accepted "19.35" as, of course, the correct figure. Now that our attention has been drawn to the point, however, we find that a majority of the newspaper accounts give "19.45"; and so we presume the *Brunonian* writer may be right in calling the "Yale publications" to account; but he is wrong in blaming them for a blunder which originated elsewhere, and in supposing them to have connived together for forcing it upon the public.

We are very much surprised, too, at the indignation over our statement that "the Brown captain said his crew would, as a last resort, consent to row in a separate race with Yale"; since we made it merely by way of compliment to them, as distinguished from the Amherst men, who appeared more stubborn upon this point. The Yale captain certainly had the impression that the fact was as we stated it; but if the men of Brown insist upon being viewed in a less flattering light, we certainly have no objection to confessing our mistake in paying them an undeserved compliment.

"It has always been the expressed desire of both Harvard and Yale that other colleges should be represented in this yearly inter-collegiate regatta. Imagine our surprise, then, on our arrival in Worcester, to learn that Yale would not accept our challenge to row at the same time as with Harvard, nor in any way make a match that would give us the chance to win the flags and medals. She was indeed willing to row us on the Monday following the race, not for

the flags and medals she confidently expected to take from Harvard, *but for 'fun.'* But Harvard, more generous, would not agree to such a one-sided arrangement, nor did the citizens of Worcester intend their gift of medals to be monopolized by any one college."

Thus the *Brunonian*; and to appreciate the value of its words, the facts of the Freshman race must be recalled once more. In the month of June, the Yale '73 boat club challenged the corresponding Harvard club to a trial for the Freshman championship, at the time of the university race, and its challenge was in due form accepted. No intimations were given that any other crews would be allowed to enter the race, and the challenges of Amherst and Brown were rejected, as a matter of course. On the one hand, the Yale Freshmen desired only to beat their Harvard rivals; on the other, they knew that there was no room on the course for four boats, and that, especially as Harvard insisted upon their being but a single stake, fouls would be all but inevitable. For the flags and medals they cared not at all, and stated distinctly to both Brown and Amherst that, should they win them from Harvard, they would place them open to competition again in the subsequent separate races which they offered to row with either or both of those crews. "But the Harvard, knowing itself to be the poorest crew upon the lake, and believing that if it rowed the race it promised to, it would almost certainly be defeated, insisted upon having the outside colleges take part, not only because of the chance that one or the other of them might fairly vanquish Yale, but also

for the opportunity thus afforded for jockeying and favoritism in the decision of the fouls which were almost certain to happen." This is the explanation of Harvard's "generosity"; but for our own part, we consider honor and justice more preferable qualities.

It is worth remembering, too, though we have not made the point before, that, as the two best men of the Yale Freshmen crew had been transferred to the University a few days before the race, it looks suspiciously as if the outside colleges wished to force a race on Friday in order to avoid meeting the Yale Freshmen at their best, since on a subsequent day the two university men would of course have been able to return to their own boat again. However, we are not disposed to quarrel about what might have been. The Brown crew was certainly a remarkably good one, and might very likely have beaten the Yale, even when the latter was at its best, in the fair separate trial which it demanded. We regret that it did not see the policy of yielding to Yale's demand; we regret further that there seems no possibility of there being another trial of the two crews in the coming summer; and we regret most of all that any representative of the Brown victors should at this late day attempt to falsify the actual facts of the race. In bidding the *Brunonian* good-bye, we must remark upon the oddity of its calling Harvard "the defeated party." At least it says that the war of words over last summer's regatta was, as usual, begun by the defeated party; and it certainly began nowhere else than in the *Harvard Advocate* of Oct. 14.

L. H. B.

OFFICIAL CORRESPONDENCE.

I.

Cambridge, Nov. 10, 1870.

To the President and Members of the Yale Boat Club:

Gentlemen:—We beg leave to call your attention to the following resolution, which was adopted at a meeting of the Harvard University Boat Club, held Nov. 9:

Whereas, It is doubtful whether the article which appeared in the *College Courant* of Oct. 29 (entitled, "Worcester, Once More") is authorized or endorsed by the Yale Boat Club:

Resolved, That a letter be immediately written to the Yale Boat Club, inquiring whether they authorized or endorse the views expressed in that article.

GEORGE BASS, Pres.

WM. T. SANGER, Sec. H. U. B. C.

II.

New Haven, Dec. 10, 1870.

To George Bass, President of H. U. B. C.:

Dear Sir:—The undersigned, in behalf of the Yale University crew, hereby challenge the Harvard University crew to row a straight-away six-oared shell race, upon the 14th of July, 1871, on any course hereafter agreed upon.

I. H. FORD, President.

L. S. BOOMER, Secretary Y. U. B. C.

III.

Cambridge, Feb. 3, 1871.

Dear Sir:—I have been directed by the Harvard Boat Club to call the attention of the Y. U. B. C. to the fact that the H. B. C. has as yet received no reply to its last communication. Yours, very truly,

ROBERT S. RUSSELL, Pres. H. B. C.

I. H. Ford, Esq.

IV.

New Haven, Feb. 9, 1871.

Dear Sir:—I am instructed to say that the right of the H. U. B. C. to insist upon an answer to the communication referred to in your letter of Feb. 3 cannot be acknowledged by the Yale Boat Club, inasmuch as the *College Courant* is not its organ.

Yours, respectfully,

I. H. FORD, Pres. Y. U. B. C.

R. S. Russell, Esq., Pres. H. U. B. C.

V.

New Haven, Feb. 24, 1871.

Dear Sir:—No reply has been received by the Y. U. B. C. to the challenge sent the Harvard Boat Club, for a university race next summer. I would remind you that the delay in answering the challenge is already longer than is customary, and that the time now left before the day for the race mentioned in the challenge is no longer than is necessary for the usual preparation.

Yours, respectfully,

I. H. FORD, Pres. Y. U. B. C.

R. S. Russell, Esq., Pres. H. U. B. C.

VI.

Cambridge, March 7, 1871.

Mr. I. H. FORD, Pres. Y. U. B. C.,

SIR:—We have been directed to notify the Yale University Boat Club that their challenge has been received, and that action will be taken upon it in a few weeks.

Yours, very truly

ROBERT S. RUSSELL, Pres.

WINTHROP MILLER, Sec.

VII.

Cambridge, March 27, 1871.

Gentlemen:—At a meeting of the executive committee of the H. U. B. C., held to consider the challenge of the Y. U. B. C., it was decided that the H. U. B. C. is willing to meet the Y. U. B. C. in any race in which all parties are sure of fair play. In order, therefore, to attain this desirable end, you are requested to send two delegates to a convention to be held at the Massasoit House, Springfield, Mass., on Saturday, April 15, 1871, for the purpose of establishing a Union Regatta of American colleges. An early notification of your intention of attending the convention would greatly favor the undersigned.

Yours, very respectfully,

G. H. GOULD, Pres. H. U. B. C.

H. S. MUDGE, Sec. H. U. B. C.

To the Y. U. B. C.

VIII.

New Haven, April 4, 1871.

Gentlemen:—The letter of the Harvard Boat Club was brought before the Yale Boat Club yesterday. The club expressed its willingness to contribute all in its power to the end of securing a fair race. It was thought, however, that the existing challenge

should be disposed of outside of any convention, except it be a convention of the two clubs concerned.

Yours very respectfully,

I. H. FORD, Pres. Y. U. B. C.

To the H. U. B. C.

IX.

Cambridge, May 17, 1871.

Dear Sir:—At a meeting of the executive committee, held in March, to consider Yale's challenge, no definite action was taken, for the following reasons: First, it was thought, if the challenge was accepted without some better understanding between the two clubs, the result would probably be as unsatisfactory this year as it was last; secondly, if the challenge was accepted unconditionally, Yale would make the same objections to other colleges entering the University race this year that she did to their taking part in the Freshman race last year, although the convention of 1859 expressly stipulated that the races should be open to all American colleges; thirdly, Yale could only oblige Harvard to row the same kind of race for the "championship" as that in which that championship was gained.

For these reasons, and knowing that other colleges were desirous of taking part in the coming University race, it was decided to waive all the privileges of being champion, and to invite all American colleges interested in boating to meet at Springfield, and there establish on a firmer basis the same College Union Regatta that was first instituted in 1859. This has been done. It was thought if Harvard offered to row not Yale alone, but all American colleges, at whatever time and place they should determine, that Yale would consider the challenge accepted, and would immediately enter the coming regatta; especially when it was decided that it should be a "straight-away" race, and would probably be rowed at Springfield, conditions that Yale favored in her challenge.

But if reports are true, Yale has determined to take part in no race with Harvard until her challenge is *literally* answered. Although that challenge was virtually answered by Harvard's action in regard to the Springfield convention, in order in no way to hinder Yale's entering the coming regatta, her challenge is now answered *literally*.

The convention at Springfield appointed a committee to make all necessary rules and regulations for the coming regatta, and to see that they are strictly observed. All parties, therefore are sure of fair play. Harvard will be happy to meet Yale, together with other American colleges, in the coming annual regatta of American colleges at whatever place and at whatever time the committee may decide upon. But if Yale refuses to take part in the annual regatta of American colleges, Harvard insists on the right of the challenged party to name the place and

time ; while Yale can only row for the championship a race similar to that in which she was defeated.

Very truly yours,

G. H. GOULD, Pres. H. U. B. C.

ROBERT GRANT, Sec. H. U. B. C.

Mr. I. H. FORD, Pres. Y. U. B. C.

X.

New Haven, May 25, 1871.

Gentlemen :—Your communication of May 17 was read before the Yale Boat Club yesterday, and was received as a non-acceptance of their challenge of Dec. 10, 1870.

The time between this and the day of the race being insufficient for final preparation, and the crew having in consequence disbanded, the officers of the club were instructed not to recognize any future acceptance of the challenge.

Yours with respect,

I. H. FORD, Pres. Y. U. B. C.

G. H. GOULD, Esq.

ROBERT GRANT, Esq.

XI.

Cambridge, May 28, 1871.

Gentlemen :—Your communication of the 25th inst. has been received. It is evident that the Y. U. B. C. has entirely misconstrued the meaning of our letter of the 17th inst. We are unable to see how it was possible for Yale to understand that letter as a rejection of her challenge.

Harvard as the challenged party named the regatta of American colleges for the time and place of the race, and we call attention to the fact that in our letter we did not refuse to row at any other time and place if Yale should insist upon a change. The challenge stipulated that the race should take place on "any course hereafter agreed upon." Harvard proposed the regatta of American colleges. If Yale did not agree to this, she ought to have given notification of the fact, and Harvard would then have considered any of Yale's proposals.

The whole idea of the course Harvard has taken in this matter has been to secure a race perfectly fair for both parties concerned. In order, however, to show how utterly unfounded is the report which has been put into general circulation, that Harvard has been the means of breaking up the usual race between our colleges, we now make the following proposition, hoping that it will not be entirely misunderstood :

The H. U. B. C. hereby offers to row the Y. U. B. C. any kind of a race ("straight-away" or "turning"), at any time and place and for any distance that the Y. U. B. C. may name ; provided, the Y. U. B. C. does not insist upon a date which will conflict with Harvard's engagement with the Atalanta Boat Club, and with the colleges at the coming regatta.

If the Yale crew have disbanded and

therefore think that they cannot get into condition for the race, we will remind them that the time of the race was not settled last year until nearly June 1, and that in the present case they can appoint their own time.

G. H. GOULD, Pres. H. U. B. C.

ROBERT GRANT, Sec. H. U. B. C.

XII.

[From the Boston Journal, March 14.]

New Haven, March 8, 1871.

To the Editors of the Boston Journal :—

A note from Harvard in your paper of March 6, says : "The demand of Yale for an immediate answer to their challenge is unprecedented." The "demand" referred to is this :

New Haven, Feb. 24, 1871.

Dear Sir : No reply has been received by the Y. U. B. C. to the challenge sent the Harvard Boat Club for a University race next summer. I would remind you that the delay in answering the challenge is already longer than is customary, and that the time now left before the day for the race mentioned in the challenge is no more than is necessary for the usual preparation.

Yours respectfully,

I. H. FORD,

Pres. Y. U. B. C.

R. S. Russell, Esq., Pres. H. U. B. C.

If this be a demand, it differs very greatly from what it was intended to be.

The most objectionable feature of the note, however, is the term "immediate." The challenge was sent two or three months ago. To delay so long, is, to say the least, taking an unfair advantage of the challenging party. If there is to be a race, which question the challenged party must of course decide, it is plainly right that the other party should know it in time to prepare ; otherwise they may incur expense and train to no purpose, or be delayed until proper preparation is impossible.

It is customary to order a new boat for the University race before the present time so that in case it proves unsatisfactory a new one may be obtained, and the crew become accustomed to it before the race.

Here we are at a disadvantage compared with Harvard ; and this together with the general indefiniteness of our situation, and the indifference with which a crew will train unless it be for a definite purpose, I think justifies us in asking for a reply. However unprecedented such a request may be it is certainly not more so than delay which occasioned it. In conclusion it seems to me that the tendency of Harvard this year has been to be unaccommodating, perhaps arrogant. In return we have endeavored not to be awed or frightened, but in a modest way to make our communications positive and polite.

Very respectfully,

I. H. FORD, Pres. Y. U. B. C.

[Note by the Compiler.]

In explanation of the foregoing correspondence the following facts may be mentioned. In ordinary years it is taken for granted that the University race between Yale and Harvard will occur the day after the former's Commencement, and the sending and acceptance of the challenge, a month or two before that date, are mere formalities and matters of course. Letter No. 1, as well as the general tone of the articles and paragraphs in the *Advocate*, seeming to indicate that Harvard might refuse to row another race, Yale thought to settle the matter at once by sending its formal challenge, five months before the usual time, rather than engage in or recognize any newspaper controversy, either by "endorsing" or by "repudiating" a specified newspaper article. Accordingly it was voted, as stated on p. 22, to take no notice of the letter; and Letter No. 2 (the challenge of Dec. 10) was sent, instead. Nearly two months having gone by, it began to be given out in private that Harvard would send no answer to No. 2 until Yale had answered No. 1,—which impression was confirmed by the receipt of No. 3. Yale, therefore, rather than give up all hopes of a race, withdrew a little from the position first taken, and voted, Feb. 8, to send the noncommittal reply contained in No. 4. This formality having been attended to, and no reply to No. 2 resulting, the example set by Harvard in No. 3 was taken advantage of, and No. 5 was forwarded.

The challenge of Dec. 10 was first brought before the Harvard Boat Club at a meeting of Friday, March 3, whose action the Harvard *Advocate* of March 10, thus reports: "After the reading of the challenge, a warm discussion arose, in which it became evident that the course pursued by Yale last summer had not been forgotten, and that it would have an important influence in deciding the main question. There were as many different opinions as there were different speakers; but the main issue was on postponing any action whatever until after a sober second thought. It was urged in favor of delay, that the regular time for receiving a challenge had not yet arrived, the custom being to act on such matters about the first of April; also, that Yale had transcended her privilege by virtually endeavoring to determine a place for the race, as the Quinsigamond affording no opportunities for a "straight away race." Also, that Yale had virtually refused to retract charges to the effect that Harvard used unfair means in winning the race last year, and finally, that a better understanding ought to be had between the two colleges before any definite action on the part of Harvard is taken. The same arguments were used with equal force by the other side, which was united in favor of immediate action, but a faction of which wished immediately to accept the challenge, while another faction wished to assume the

role of injured innocence, as it had a perfect right to do, and refuse to have anything whatever to do with Yale. After the subject had been thoroughly discussed, a motion to direct the secretary to inform Yale that their challenge was under consideration, and would be acted upon in a short time, was carried—thirty-eight to thirty-five. From which we conclude that a race with Yale is, as yet, only a possibility." Letter No. 6 was accordingly sent. But meantime the Boston *Journal* of March 6, at the head of its "current notes," published the statement that "at a meeting of the Harvard Boat Club, held last Friday, it was resolved that the demand of the Yale Boat Club for an immediate answer to their challenge is unprecedented," which statement was widely copied by the public press, and finally drew out the card from Yale (Letter No. 12), which appeared in the *Journal* of March 14.

The *Advocate* of April 14 contained the following: "Our executive committee, who were charged, at a recent meeting of the club, with the consideration of the challenge received from Yale, and the management of other important business, have had several meetings since the time of the last publication of boating matters, and have acted upon the task set them in such a way as will exert an excellent influence upon the future racing between the colleges. First of all, it was necessary to take immediate action in regard to rowing with Yale, especially as the daily papers have lately circulated the statement that Harvard had accepted without objections Yale's challenge to row a straight-away race. However noble this would seem to the minds of some, thus to let our troubles rest, or however inconsistent with all ideas of self-respect, it would appear to the majority, thus to silently acknowledge the imputations contained in the college organs regarding the fairness of the last race, the dailies are yet a little ahead of the facts of the case in making this statement. We therefore offer the following correspondence to set them right, and to show the work of the executive committee since the last meeting of the club." [Here follow letters No. 7 and 8.] Letter No. 7 was read at a Yale meeting of April 3, which resulted in the sending of No. 8. The sentiment of Yale at this meeting was not that of special hostility to the idea of a general regatta, but rather that its challenge was an independent matter which deserved acceptance or rejection on its own merits; and a committee of two were appointed to attend the convention as delegates, provided such acceptance or rejection of the challenge were received in vacation time. Though it was plain enough that if other colleges were to be invited to contest in a race hitherto entered only by two, both of these two should have joined in issuing the call; and though Harvard's assumption of this duty would evidently give it the controlling power, by securing to itself

the credit of the movement, and so securing the votes of all the smaller colleges in any dispute which might occur with Yale,—still Yale, in eagerness for a race, would apparently have been willing to ignore these damaging facts, and entered the convention, had Harvard sent on a refusal of its challenge for a separate race. But nothing of the sort coming, Yale, at the opening of the term, May 8, voted to have nothing to do with the general regatta established by Harvard's convention; and, in response to an attempt at reconsideration, repeated the vote, May 13, in a very full meeting, with an increased majority. The crew, which had up to this time, spite of uncertainty and discouragement, kept in training, thereupon accepted the action as final, countermanded their order for a boat, and disbanded. The only important part of Letter No. 9, which this action brought out, is its closing paragraph, which signifies that Harvard would consent to but two things: to row a straight race with Yale in the general regatta, or to row a separate, turn-about race, over the old course at Worcester. Either offer was nothing less than a rejection of the challenge of December 10 (Letter No. 2), and so Yale had no alternative but to pass the vote recorded in Letter No. 10. The abrupt change of policy by Harvard, as shown in Letter No. 11, has been variously interpreted, but per-

haps the remark of "Nautilus," in the *Advocate* of May 26, hints at the most plausible explanation: "Everybody says that the boating interest is dying out among us; and wise counsellors advise us to eat any amount of humble pie rather than allow the lack of races to help along the growing indifference in this, of all others, the athletic sport of Harvard." As for the closing sentence of Letter No. 10, it will be seen to lose its force, when the fact is remembered that in previous years the settlement of preliminaries of the race was a mere matter of course; and that in the present case the chance for the Yale men to "appoint their own time" amounted to but little, being practically limited to a week or so beyond the close of the term (at most, say seven weeks after receiving the challenge),—since the crew would not be willing to sacrifice most of their short vacation for the sake of "the cause." So, after an exciting meeting, and thorough discussion of the matter, Yale voted, 120 to 90, to stand by its action of May 24, and sent an ambassador to personally present the case to Harvard, and arrange for a fair and square race in 1872. It need only be added that in the *Boston Advertiser* of May 30 the Harvard Boat Club inserted Letters No. 2, 7, 9 and 11, as comprising the "full" correspondence up to date.

L. H. B.

THE ROWING ASSOCIATION OF AMERICAN COLLEGES.

[From the Springfield Republican, April 17, 1871.]

CONVENTION AT SPRINGFIELD.

The first formal steps for holding a national college regatta in July, a scheme long entertained and now apparently to be carried out, were taken in this city on Saturday. A convention of delegates assembled at the Massasoit house, representatives being present from Harvard, Brown, Bowdoin, and Amherst, and there organized "The Rowing Association of American Colleges." The meeting was called to order by Mr. Bradley of Amherst, and Mr. Russell of Harvard was chairman. A constitution and by-laws were framed, and adopted, and the association immediately officered as follows; President, C. C. Luther of Brown; vice president, R. S. Russell of Harvard; secretary, E. P. Mitchell of Bowdoin; treasurer, A. B. Morny of Amherst; regatta committee, G. F. Roberts of Harvard, H. Cornett of Brown, Leverett Bradley of Amherst, and F. A. Ricker of Bowdoin. These by-laws will be of interest to the colleges not represented in the convention:

ARTICLE 1.—Any American college boat club may become a member of this association by sending in a written notification to that effect, to the secretary of the association on or before the second Wednesday in May, 1871, and by subscribing to the articles of this constitution.

ARTICLE 2.—Any member of the association intending to enter the regatta for 1871, shall send in a written notification to that effect, to the secretary of the association on or before the second Wednesday in May.

The members of the Springfield Club, hearing of the convention, extended their hospitalities to the delegates, took them in carriages to view the course on the river, treated them to an impromptu collation, and showed them every courtesy in their power. The regatta committee will visit the courses in Worcester and New London, but every indication, we are happy to say, points to the selection of Springfield. The delegates expressed themselves greatly pleased with the course here, and the only objection raised was the bend in the river, opposite Warner's pistol factory. The grand national

race will be a "straight" one of three miles, and it is desired that the course shall be actually as straight as possible. Worcester is out of the question, having no three-mile course, and while New London has a course, the risk of rough water incurred there and the great lack of hotel accommodations, will outweigh all the advantages which that sleepy town possesses, and give the regatta to Springfield. It is a notable fact that the Springfield course has always been a favorite one with good oarsmen, and that the Wards, the late Walter Brown, and others of first-class achievements in this line, in sending challenges for races have always given Springfield the preference.

If the regatta comes here it will be made the grandest affair of the kind ever seen in this country. The general management will be entrusted to the Springfield Club, whose energy and skill in matters of this kind have gained for it a much more than local reputation. The races will probably cover two days, giving up the first to the grand university race and other college contests, should any be made up, and the second to both college and citizens' crews. It will be observed that Yale has as yet taken no part in the movement. President Ford of the Yale navy was in town on Saturday and informally consulted some of the delegates, but did not attend the convention, not being authorized by the Yale association to do so. It is believed, however, that now that the movement has become a national one, the differences between Harvard and Yale will be amicably adjusted, and that Yale, with the other colleges where boating is practised, will send her university crew to the regatta. Before adjourning, the association unanimously passed the following resolutions:

Resolved, That the hearty and sincere thanks of the association be offered to those members of the "Springfield Club," who so generously and hospitably entertained the members of the convention.

Resolved, That all communications relative to the association and the regatta should be sent to Edward P. Mitchell, Brunswick, Me.

[Cor. Norwich Bulletin, April 18.]

BOATING ADVANTAGES AT NEW LONDON.

The great question of place has now arisen, and for a wonder only two courses offer any inducements for the race. One of these, the favorite one, is at Springfield, and the other, of which I will speak, at New London. The advantages of the latter course are as follows: The river is perfectly straight at this point and the race can therefore be seen from the commencement. There, too, the stream is quite wide, there being a full quarter of a mile between six feet soundings at the narrowest place, a thing which is of great importance, as there will be at least four boats in the race. At

no place will a course be found so free from all influence, as regards tides, currents and eddies; for the tides rise and fall only two and a half feet, and therefore have very little effect on the current, which runs at the rate of less than a mile an hour; whereas at Springfield the current is quite swift, and full of eddies. Of these there are none of any account here, as the shore is nearly straight and only indented in one or two places by bays. Another great advantage is the very thing which has been used as an argument against New London, namely, the want of a place in which to see the race; an argument which might better be urged against Springfield, for New London has every advantage in this respect. On one side of the river is the railroad, which runs, as all here know, close to the water's edge, and up which the superintendent says he will run an excursion train following the boats from one end of the course to the other. On the other side is the Groton road, which follows the river for four or five miles, and from which one can drive on the bluffs above the river from which the whole race can be seen. On Winthrop's Point, where the race would probably end, is a splendid place for a grand stand where every one could see the race from the start to the finish. The river is wide enough to allow yachts to anchor all along the course without interfering in the slightest degree with the race. Summing up briefly the advantages of New London, we have a straight, wide and clear course with abundant facilities for viewing the race from each side of the river and both ends of the course.

The disadvantages are these—poor hotel accommodations, and insufficient interest to make it pleasant for the visitors and crews. The first of these is but too true, but Norwich is only fourteen miles up the river, and the superintendent of the New London Northern railroad says that he will run trains at reduced rates for the benefit of those who choose to spend the night in Norwich. Then too there are any number of ways of getting out of town. Two steamers leave for New York every night at ten, while trains are going to Boston, Providence and New Haven every hour. The interest manifested in New London with regard to the race appears to be anything but lukewarm. The mayor with whom I have had a conversation says that the city will do all that can possibly be done to make it attractive and will furnish flags and cups to the winning crews. He says also that the transportation of boats and crews shall be free. If Springfield can do any more than this let her try. New London is the most central place of meeting for the four colleges who belong to the association, being fifty miles from Yale, one hundred and seven from Harvard, sixty-two from Brown and eighty-five from Amherst. Therefore, having the natural advantages, if the New London people will but exercise a little of their latent

generosity and beat Springfield on the money question, I have not the slightest doubt of the choice of the regatta committee. YALE.

[From the New York World, June 5.]

RULES AND REGULATIONS.

At a meeting of the executive committee of the National College Regatta, held at the Parker House, Saturday afternoon, June 3, at 2 o'clock, the final preliminaries of the regatta were determined upon, and the rules governing the contest were drawn up and adopted. The race is to take place at Ingle-side, on the Connecticut, six miles north of Springfield, and the day settled upon is Friday, July 21. The following are the rules for the regatta:

I. All races shall be started in the following manner: The starter shall ask the question, "Are you ready?" and, receiving no reply after waiting at least five seconds, shall give the signal to start, which shall be the word "Go!"

II. If the starter considers the start unfair he shall at once recall the boats to their stations, and any boat refusing to start again shall be ruled out of the race.

III. A start shall be considered unfair if, during the first ten strokes, any of the competing boats shall be disabled by the breaking of an oar, or any other accident.

IV. No fouling whatever shall be allowed.

V. It is the province of the referee when appealed to, but not before, to decide a foul, and the boat decided by him to have fouled shall be ruled out of the race.

VI. In case of a foul the umpire, if appealed to during the race, shall direct the non-fouled boat to row on, which shall in every case row over the remainder of the course in order to claim the race.

VII. It shall be considered a foul when after a race has commenced any competitor by his oar, boat or person comes in contact with the oar, boat or person of another competitor; and nothing else shall be considered a foul.

VIII. Any competitor who comes into contact with another competitor as defined in Rule VI, by crossing into his competitor's water, commits a foul; but when a boat has once fairly taken another boat's water by a clear lead, he has a right to keep the water so taken.

IX. A boat shall be decided to have a clear lead of another boat when its stern is clearly past the bow of that other boat.

X. It shall be held that a boat's own water is the straight or bow course from the station assigned to it at starting; but if two boats are racing, and one fairly takes the other's water by a clear lead, it shall be entitled to keep the water so taken to the end of the course; and if the two boats afterwards come into contact while the leading boat remains in the water so taken, the boat whose water

has been so taken shall be deemed to have committed the foul; but if they come into contact by the leading boat's departing from the water so taken, the leading boat shall be deemed to have committed a foul.

XI. The referee shall be sole judge of a boat's straight or bow course during every part of the race.

XII. If in any race in which more than two boats start a foul takes place, and the boat adjudged by the umpire to have been fouled reaches the winning post first, the race shall be decided as the boats come in; but if the boat fouled does not come in first, or if the referee is unable to decide which boat has committed the foul, the race shall be rowed over again, unless the referee shall decide that the boat which came in first had a sufficient lead at the moment of the foul to warrant the race being assigned to it.

XIII. A claim of foul (which must be entered by the captain of the crew considering itself fouled, and not by any one on his behalf) must be made to the referee previously to the crew fouled getting out of their boat.

XIV. Every boat shall stand by its own accidents occurring during the race.

XV. In the event of a dead heat taking place, the same crews shall contend again, or the crew or crews refusing shall be adjudged to have lost the race.

XVI. No boat shall be allowed to accompany a competing boat for the purpose of directing its course or affording other assistance; and the referee shall be at liberty to declare any competing boat out of the race that may have derived an unfair advantage thereby.

XVII. No race shall be awarded to any competitor or crew unless he or they shall have rowed over the whole of the course.

XVIII. The decision of the referee shall in all cases be final.

[From the Harvard Advocate, June 9.]

THE BOATING IMBROGLIO.

The correspondence between Harvard and Yale on boating matters, which was lately published in the *Advertiser*, comprehends so much that is new as well as what is old, that it ought not to be allowed to pass without notice. The old story of the race last summer has again been resurrected by the industrious *Courant*, and "the foul" dwelt upon with peculiar stress. But it need not be noticed here at this late day. We only wish to call attention to the new question which has arisen out of the correspondence in regard to Yale's challenge. Without entering too fully into the details of the subject, let us endeavor to free ourselves from the charge of endeavoring to evade the question arising from Yale's challenge to Harvard.

As if to anticipate any action that might be taken by the H. U. B. C., Yale, early in

December, sent a challenge to Harvard to row a race, the time and manner of which it took the liberty to specify. Disregarding the fact that as the challenging party Yale had no right to do this, and that the challenge itself was premature, attention should be called to the fact that the union college regatta idea was an offset to the whole matter. Colleges all around us were beginning to take a lively interest in boating. Brown and Amherst, that did so well last year, had signified their wish to take part in the coming college regatta. Knowing, as we did, that Yale had complained last year because of the admission of other colleges as participants in the contest, it was thought best to establish matters on a firm basis, and see beforehand if some arrangement could not be made by which all colleges which chose to might be allowed to participate in the regatta agreeably to the wishes of all parties concerned. To this end we informed Yale that a convention would be held at Springfield for the purpose of establishing a union college regatta, and requested that Yale should send delegates who should meet those of other colleges and arrange for the coming regatta. This we did, not out of any wish to evade Yale's question, but as seeming to us the only possible solution of the question which the increased interest with all colleges in boating proposed. Yale did not accept this proposal, but chose rather to view it as a refusal on our part to accept her challenge. The request of Yale that a straight-away course should be chosen, and the to her fatal Quinsig. given up, had been complied with in the union regatta arrangement. There seems, then, to be no reason why she should not take part in the race. Was it a desire to meet her rival alone? It makes no material difference whether two or four boats engage in the contest. There is room enough and work enough for all. If Yale is able to vanquish her rival in a contest when no others participate, then she is also able to vanquish her when others participate. It is pure selfishness and arrogance, which Yale's position by no means allows her to assume, to thus condemn the claims of other colleges to a recognition. They are all foemen worthy of her steel.

The question of having a union college regatta might as well be settled now as at any other time. There is not a college near us that has not some boating aspirations. Indeed, when we see the interest which the officers of our colleges, as well as the students, take in boating, we do not see why it does not bid fair to become a part of the regular college curriculum; and for Yale to endeavor to maintain an aristocracy of muscle, by refusing to recognize this association, is as foolish as it is ridiculous.

It was for these reasons that we answered Yale's challenge by inviting her to take part in the union regatta. But in order to free

ourselves from the charges of pusillanimity, the offer was made by us to row Yale any kind of race, at any time and place, and for any distance she might name. By Yale's answer to this challenge we shall probably be able to discover whether Yale wishes to meet us or not; whether policy or principle is the ruling idea in New Haven.

[From the Harvard Advocate, June 23.]

BOATING.

Now that Yale has refused Harvard's offer to row any kind of a race, at any time and place, and for any distance that Yale may name, it may not be out of place to publish again the facts of the case. The following is Yale's original challenge:—

NEW HAVEN, Dec. 10, 1870.

TO GEORGE BASS, *Pres. H. U. B. C.*:—

DEAR SIR,—The undersigned, in behalf of the Yale University Crew, hereby challenge the Harvard University Crew to row a "straight-away" six-oared shell race upon the fourteenth of July, 1871, on any course hereafter agreed upon.

I. H. FORD, *President.*

L. S. BOOMER, *Sec. Y. U. B. C.*

The following is Harvard's acceptance of the same, at a meeting of the Executive Committee:—

CAMBRIDGE, March 27, 1871.

TO I. H. FORD, *Pres. Y. U. B. C.*:—

DEAR SIR,—At a meeting of the Executive Committee of the Harvard Boat Club, held in order to consider the challenge of the Yale Boat Club, it was decided that the H. U. B. C. is willing to meet the Y. U. B. C. in any race, where both parties will have fair play. In order to obtain this desirable end, you are requested to send two delegates to a Convention, to be held at the Massasoit House, Springfield, Mass., on Saturday, April 15, 1871, for the purpose of establishing a Union Regatta of American colleges. A notification of your intention to attend the Convention would greatly favor the undersigned.

G. H. GOULD, *President.*

H. S. MUDGE, *Sec. H. U. B. C.*

The substance of the above correspondence is, that Yale challenged for a particular kind of a race, and Harvard accepted that challenge by the clause in her reply, "The H. U. B. C. is willing to meet the Y. U. B. C. in any race, where both parties will have fair play." The place of the race was, as the challenge stipulated, to be hereafter agreed upon. As long as Harvard did *not insist* upon any particular place or conditions, so long was Yale bound by all rules of courtesy to keep her crew in training for the race.

We call attention to the fact that Harvard has *not*, in any of her letters, *insisted* upon any particular place: she has simply given Yale to understand that Harvard, as one of the parties interested, desired that the race (which had been agreed upon between Harvard and Yale) should take place at the time and place of the College Union Regatta. Notwithstanding the report, extensively circulated and published by Yale to the contrary, Harvard has *never* stated that, if Yale did not enter the Union Regatta, Harvard would not row her at any other place but at Worcester. What right has Yale to say that Harvard accepted her challenge only on the condition that the race should take place at the Union Regatta? If Harvard considered that a convention of American Colleges would be the means of obtaining fair play in a race between Harvard and Yale (either rowed alone or in company with other Colleges), Harvard was perfectly justified in calling such a convention.

Although Harvard has tried to induce Yale to take part in the College Union Regatta, still she has never denied Yale's right to refuse to do so. And for this reason Harvard has carefully avoided insisting in any way that the race shall take place at the Regatta or not at all.

Harvard, having by her letter of March 27 accepted Yale's challenge, expected that Yale would at least keep her crew in training until it should be certain beyond a doubt that the secondary conditions could not be agreed upon. But we have since learned from the best authority at Yale that, early in April (hardly before boating season had opened), the Yale University crew disbanded; and shortly after the Y. U. B. C. decided that Harvard's course was a non-acceptance of Yale's challenge, simply because Harvard, although she had not insisted upon it, still had expressed the wish that the race should

take place in the Union Regatta. Harvard, having waited in vain for Yale to agree to her proposals as to the place of the race, then (in her letter of May 28) offered to allow Yale to fix the conditions of the race to suit herself. At a meeting of the Y. U. B. C., held to take action upon this generous proposal, it was decided that Yale should row no race with Harvard during the present season, although for what reasons we are unable to see.

The idea that Yale could not get in condition in time for the race will appear ridiculous when it is known that, not only at the time of the Spring Regatta, June 7, the very best rowing material in the College was in fine trim and condition, but also that the Yale '73 Class Crew (which is nothing more nor less than the University Crew) has agreed to row a race with the Atalantas.

We leave the reader to judge for himself whether the Yale men have acted as they ought in thus not only breaking up the customary race between Harvard and Yale, but also in circulating the *false* report that Harvard would not meet Yale in a single race, although Harvard had in her letter of March 27 offered to row Yale *any* race, limited to only one condition; namely, that both sides should have fair play.

Again, we leave it to the reader whether, on the receipt of Harvard's letter of March 27, Yale was not as much bound to keep herself in readiness for a race this year as Harvard was last, when Yale did not send any challenge until April (?), and the race was by no means settled upon until about June 1st.

And finally we leave the reader to decide for himself whether the course which has been pursued by Yale throughout the present season does not look as if Yale was determined to get rid of her customary race with Harvard at any cost.

THE DISPUTED "TIME" OF 1865.

[From Wilkes's Spirit of the Times, Dec. 5, 1868.]

YALE'S TIME IN THE UNIVERSITY BOAT RACE IN 1865.

Editor Spirit of the Times—Dear Sir:—

Allow me to introduce this article by a few facts which your memory will easily recall. In the University race of '65, Yale won. Her time was duly announced by the authorized timekeeper as 17m. 42 1-2s. This time received the approval of the judges, and awakened no objection from the referee. You accordingly recorded it as correct. Soon afterwards, the referee, Mr. Ward, denied in a card that he had endorsed the above time, and declared the true time to be

18m. 42 1-2s. Following Mr. Ward's card, came a letter from the Yale judge, Mr. Wood. This letter, however, written without previous inquiry into the grounds on which Mr. Ward's statements to the prejudice of 17m. 42 1-2s. were based, failed to impair that influence which, as declaration of a referee, his statements would naturally exert, so long as they stood unexplained. At this point you expressed the conviction that, in view of Mr. Ward's card, you must adopt the opinion that in giving Yale's time as 17m. 42 1-2s. an error had been committed of one minute. Several weeks later, in your paper of Nov. 18th, 1865, two other

letters, one from Mr. Blaikie, and one from the timekeeper, Mr. Maguire, appeared, bringing new contributions to this same question of time. These provoked no reply, and were summed up by you as confirming the opinion at which you had lately arrived. Trusting that the recital of these facts recalls to your mind the state of the controversy when it was dropped, I ask your attention to the following letter, which I publish by permission:

CORNWALL, Aug. 4, 1868.

MR. WILBUR R. BACON—*Dear Sir:* In reply to your letter I would say, the statement that the time of the winning boat in the University race in 1865 was 18m. 42 1-2s. which appeared in a card over my name shortly after that event, was made under the impression that the time (17m. 42 1-2s.) rested solely on the authority of the Yale judge. This gentleman I knew did not catch the time when the boats started. I therefore accepted 18m. 42 1-2s.—the time as I learned it from some parties on shore—as the correct time, and so announced it. Had I known of the existence of an authorized timekeeper, and that 17m. 42 1-2s. came from him, or was sustained by other good authority, I should have had no reason to question that time.—Respectfully yours,
JOSHUA WARD.

This letter, I apprehend, needs no comment.

Among other contributions in denial of the time we contend for, Mr. Blaikie's calls for particular notice. This gentleman does not doubt for a moment, sir, that Yale's time was 18m. 42 1-2s. His reasons for thinking so—unless he keeps some back—are mostly contained in two letters, one of which appeared in your issue of November 18, 1865, and the other a few days since, in a leading daily of this city. The reasons furnished in his letter to you he characterizes as reasons why the prevailing opinion where he writes from accepts 18m. 42 1-2s. as the correct time. The reasons offered in his late letter to the public have, if I mistake not, their mission of creating a prevailing opinion either where he writes from or elsewhere, yet to fulfill.

First, then, Mr. B. objects that the Yale crew made only 19m. 5s. on the second day. To repeat the mention of the causes to which we attribute the poorer time on the second day may be superfluous, Mr. Editor, but they none the less were present and operative. It was a very windy day. We rowed simply for the amusement of the spectators, and to win with the least necessary effort. The men were not really required to extend themselves during the race. The knowledge that serious doubt about the time had arisen, which would have most powerfully influenced the crew to row to silence those who disputed the time we contend for, had not reached us. But does Mr. Blaikie

really think a disparity, though considerable, in a crew's time on two consecutive days so anomalous? If so, a very limited acquaintance with the history of rowing will undeceive him. To go no further, let him look at the action of the Yale crew at Worcester in 1859. On the first of two days, though beaten, this crew rowed hard to win in 20m. 18s. On the second day they won, and cut their time down more than a minute—this, too, on a day most unfavorable to fast time, compared with the preceding (a high wind was blowing, to which Harvard ascribed her defeat), and with nothing in view to offset this disadvantage, or give the slightest promise of a reduction in time.

Again: the Harvard crew did not make the time accredited to them in practice. This objection, as set out, needs no special treatment. If the time imputed to them be lower than they actually made, let us have the gentleman's own figures. These, Mr. Blaikie produces with alacrity. He asks, how could the Harvard crew have made 18m. 9s., with their Boston time 19m. 45s., when the following year they made only 18m. 43s., with their Boston time 18m. 59s.? In other words, how was so great a difference between their Worcester and Boston time as 1m. 36s. possible in 1865, when in 1866 there was a perfect coincidence to within sixteen seconds? What are Mr. Blaikie's own figures? He denies that during the few days their crew were at Worcester they made the course in 18m. 6s. and 18m. 10s., as some persons timed them, and affirms that they did no better than 18m. 30s. Very well,—18m. 30s. in practising at Worcester, and 19m. 45s. at Boston. What now becomes of the improbability that the Harvard crew made 18m. 9s., based on the near coincidence of their Worcester and Boston time in 1866, when in 1865, the year we are on, there was a difference, by his own confession of one minute and a quarter? Nor need the few remaining seconds trouble Mr. Blaikie, if he will only go out of his own experience. The Wards and the present Harvard crew rowed the Boston course on the fourth of July last, a most favorable day, in 19m. 19s and 19m. 45s., respectively. These two crews, a little later (the Wards, certainly, with no additional preparation), made at Worcester 17m. 40s. and 17m. 48s.—a difference of 1m. 39s. for the Ward, and 1m. 57s. for the Harvard crew.

Yes, sir! But the course was 15 seconds longer in 1865 than in 1864. The force of this objection, if it were true, would lie in the conciliating effect which it is supposed it would have on some of those who are convinced that the superiority of the Yale '65 crew over the '64 is not correctly indicated by the difference between 19m. 1s. (their time in '64) and 18m. 42½s. Fifteen seconds might propitiate them. Mr. Blaikie dwells on this point. He shows besides what I have just intimated, that if the course

were fifteen seconds longer, another happy coincidence between their time in the race and in private might be established. But the difficulty is, the objection will not stand. There was no such difference between the position of the stakes in '64 and '65 as he represents. He has, doubtless, confounded the proceedings at the stake of different years. In 1866, as he must recollect, the stake was brought down to accommodate the unusually long boat which his crew used. In 1867 it was carried up again about the distance which he specifies. Mr. Blaikie, however, supports his position by some details. In his letter to you, the stake was set, it seems, by some Yale representatives and one member of the Yale crew. In his late letter, it was set by two of the Yale crew. In his former letter, it was put down by the Yale representatives, against both Mr. Blaikie's convictions and the protest of the members of the Yale crew, "That the course was five or six lengths too long," combined. This was a most remarkable proceeding. In his late letter, the two members of the Yale crew were a unit, and the stake was set against Mr. Blaikie's protest only. The gentleman is evidently much confused. The simple facts are, Mr. Scranton, our bow oar, on whose judgment great reliance was placed, from his experience in turning the '64 stake, was selected, with Mr. Wood, as the Yale delegation to see the stake down precisely where it was in 1864. These gentlemen agreed then and affirm now that the position of the stake for the two years was identical.

Again: Mr. Blaikie asks why no crew since '65 has, till this year, made so good time as 18m. 40s. even? He is well aware that only two of the 1865 crew rowed in 1866, and only one of the 1866 crew in 1867. If, now, he wishes to know, in disparagement of our claim that the '65 crew made 17m. 42½s., why these two crews, differently constituted almost throughout, did not approach 17m. 42½s., let him press his question again. Once more: Mr. Blaikie wishes to know how it is he has heard that subsequent crews have beaten the '65 crew's private time? The crews of '66 and '67, to which he refers, rowed at Worcester, in public, in the neighborhood of nineteen minutes and a half, and he was present to see them. The lack of coincidence in the time of these crews and that of '65 (whether her time be 17m. 42¼s. or 18½m. 42½s.) in public, and which he saw, will perhaps excuse noticing further a question about their private time, prompted solely by what he has heard. And, finally, two remarks which Mr. Blaikie has heard imputed to two of the Yale crew furnish him more capital with which to lengthen, without assisting, this controversy. One of these, attributed to Mr. Coffin, that gentleman has positively denied; the other, ascribed to Mr. Scranton, he as emphatically disclaims.

In support of the claim we have been de-

fending, we have now something to offer from a different stand-point. Though it is at the risk of repeating some considerations offered by yourself, in your paper of Aug. 5, 1865, in commenting on the race, to the report of which you gave a conspicuous place, and in which you had previously manifested a lively interest, yet, sir, they are considerations as forcible now as then.

The '65 crew was a year older than the '64 in hard, effective work. The men composing it trained and worked faithfully during the fall of '64, took severe and regular exercise through the winter, and underwent a thorough preparation for the race. Under this discipline the great improvement of the crew was strikingly exhibited. The general conviction of their superiority was also confirmed by their record. The general run of our practice-time was a decided improvement on that of '64; and from a careful comparison of our performances for the two years, we were convinced that, over three miles, the crew was from half a minute to a minute faster than during the previous year. One other element in the calculation of what our crew was prepared to do must not be slighted nor overlooked,—I mean the superiority of the '65 over the '64 boat. In 1864 our boat was slow; in 1865 she was unusually fast. It may lend support to this assertion to know that her model was followed in building the Ward's four-oar, which is, perhaps, recognized as the fastest in this country. The amount of this superiority we endeavored to ascertain by experiments. Repeated trials in different states of the water satisfied us that the prediction of her builder, that she would prove one minute faster in three miles, was substantially realized. This element of advantage I am not disposed to let pass unweighed. It was ascertained and fixed, and above the influence of those causes which may come in to disappoint what are sometimes a crew's most reasonable expectations. At Worcester all was propitious. We were favored with those accessories which our confidence that we would beat eighteen minutes—rather freely expressed, perhaps—presupposed: the day was fine, the water unexceptionable, and the men fit to row for their lives. Under these circumstances, the pretension that we beat our time the previous year only 19s.—that we rowed in only 18m. 42½s.—permit me to say, in justice to the five men who rowed behind is simply absurd.

Now, sir, for Mr. Maguire. This gentleman was time-keeper. After Yale crossed the score he announced her time as 17m. 42½s. This time the judges accepted, and soon afterwards both they and the referee separated, not aware that any other time was claimed. These facts are undisputed. Weeks later, Mr. Maguire, in a letter to Mr. Blaikie, which appeared in your paper of November 18, 1865, assures him that the time was 18m. 42½s., and gives his reasons in support of that position. As the reasons

which he employs to convince Mr. Blaikie and the public are doubtless identical, let us see what his estimate of the popular intelligence is. Well, then, he says, that after announcing the time as 17m. 42½s., he was satisfied from a second count that he had made an error. Having made two counts, the first of which contradicted the second, he became convinced that the second one was correct! This is excellent. And thereupon, he says, he announced it. Stimulated by the conviction that he had committed an error, in the midst of the judges and referee, he announced his second count. And with what result? Why, sir, he was inaudible—perfectly inaudible. This is the gentleman's strong point—that he was inaudible; and to its truth, and that he continued inaudible, it is but fair to confess the judges and referee unanimously testify. But at this stage, how full of expedients he must have been! And leaving the judges' boat, what an accession to those which he employed while in it, to satisfy the judges of his mistake, must have come to his command, in leaving the judges thereafter scrupulously alone! One or two things, though, this gentleman did. He tells us he left his watch undisturbed. The meekness of this man is something amazing. He did not disturb his watch; his second announcement of the time on the judges' boat disturbed nobody, and he thereafter left the judges and referee entirely undisturbed. And yet he complains that no one disturbs him! He tells us that none of those who claim that Yale made 17m. 42½s. have been sufficiently particular about the truth to consult him. This complaint we will not amplify. We are solemnly assured, however, that to its truth the gentleman is prepared to take oath. In addition to all this, the gentleman tells us that between the race and the next morning he showed his watch to some one else than the judges or referee. Now, sir, I imagine that the gentleman has sadly mistaken what will convert either yourself or the public to his position. I apprehend that the time we contend for rests on evidence, not to be shaken by all this mummery.

In conclusion, I ask your attention to some of the affidavits which I have thought it well to collect in establishing 17m. 42½s. as the correct time for Yale. It is unnecessary to remind you that the dispute is one of minutes. That the seconds were 42 1-2, the time-keeper has uniformly maintained.

Yours respectfully,

WILBUR R. BACON.

New York, Aug. 31, 1868.

City and County of New York, ss.: J. Russell Howell, being duly sworn, says: I was present at the University race in 1865, and stood on the shore, at the end of the starting line, for the express purpose of taking the time. I had a stop-watch of the Jules Jurgensen make, and know that the time of the

Yale crew was 17m. 45s. from the start to the last stroke, by that watch. There were several persons near me, whose time did not vary more than one or two seconds from that above.—J. RUSSELL HOWELL, 24 Cortlandt street, N. Y.

Sworn to before me, this 14th of August, 1868.—DANIEL LORD, Jr., Notary Public, City of New York.

I know J. Russell Howell to be a gentleman whose character for truth and veracity is unquestioned.—CHAS. N. HERBERT, District Attorney for Middlesex County, N. J.

City and County of New York, ss.: William W. Skiddy, of said city, being duly sworn, says: I attended the University race in 1865, and timed the Yale boat with great care. I stood on the shore just above the starting line, and noted the time of starting, and when the crew ceased rowing. I was very careful to check each minute as it passed, and made the time 17m. 46s. I am positive that the above time is essentially correct.—WM. W. SKIDDY, No. 9 Pine street, N. Y.

Sworn to before me, this 28th of August, 1868.—JOHN F. DOYLE, Notary Public, New York Co.

From a personal acquaintance with Mr. Skiddy, I cheerfully testify to his veracity.—GEO. W. QUINTARD, No. 26 Broadway, N. Y.

I, William Hillhouse, of New Haven, Conn., being duly sworn, do say, that I took the time of the Yale boat at the University race in 1865, and am positive that the minutes were seventeen, and no more. I made no attempt to take the seconds, not having a stop-watch. My near position to the starting point strengthens my conviction that I took the time correctly.—WM. HILLHOUSE.

City and County of New Haven, ss., Aug. 10, 1868.—Personally appeared Wm. Hillhouse, who signed the above, to me well known, and made oath to the truth of the same, before me.—CHAS. H. FOWLER, Notary Public.

Mr. W. Hillhouse is known to me as a gentleman of undoubted veracity.—C. A. LINDSLEY, Prof. in Yale College.

I was present at the regatta on Lake Quinsigamond in 1865, and stood on a point of land between the starting line and the grand stand, commanding a full view of the starting point. I took the time of the Yale crew as 17 minutes 40-odd seconds. I hereby solemnly swear that the above affidavit is true, to the best of my knowledge and belief.—A. S. THOMAS.

State of Rhode Island, Washington, ss., North Kingston, Aug. 18, 1868.—Personally appeared before me, signer of the within statement, and was duly engaged to same according to law.—SAMUEL PIERCE, Notary Public.

I knew Aaron S. Thomas to be a man of unquestionable veracity.—JOHN J. REYNOLDS, Ex-Lieut.-Gov. Rhode Island.

Wickford, R. I., Aug. 18, 1868.

On the 28th day of July, 1865, I was present at Lake Quinsigamond, and occupied a place on the grand stand. I carefully noted the time of the winning boat, the Yale, and immediately after the end of the race, before hearing any other announcement of time, I announced it "as certainly within 17m. 50s."—J. F. HEAD, Surgeon in U. S. Army.

State of Rhode Island, City of Newport, August 17, 1868.—Subscribed and sworn to before me this day.—BENJAMIN MARSH, Notary Public.

Dr. J. F. Head's character for veracity is unquestioned, and I only certify to it here because he requests me to do so, to meet the

requirements of a formal paper.—WINFIELD S. HANCOCK, Maj.-Gen. U. S. A.

Newport, R. I., August 17, 1868.

City and County of New York, ss.: Charles N. Taintor, of said city, being duly sworn, says: I took the time of the Yale, in the University race in 1865, from the start till the last stroke, and made it 17m. 43s., and so announced it, previous to hearing the time taken in the judges' boat.—CHARLES N. TAINTOR, Taintor Bros., 678 Broadway, N. Y.

Sworn before me, this 12th day of August, 1868.—GEORGE GALLAGHER, Notary Public.

I am personally acquainted with Charles N. Taintor, and believe him to be wholly reliable in his statements of facts.—D. J. SPRAGUE, of McKellopp, Sprague & Co., 37 Park Row, N. Y.

THE PAST AND FUTURE OF COLLEGE BOAT-RACING.

[From the College Courant, July 1, 1871.]

THE PAST.

Good from Evil.—This year, for the first time in their history, the Harvard oarsmen take part in a college regatta wherein Yale does not participate. Their victory is of course a foregone conclusion, and whatever interest attaches to the race will arise from curiosity as to the comparative speed of the inferior crews, and the number of minutes by which the inevitably victorious one surpasses the best of them. But while we share in the very general regret that, owing to Harvard's unaccountable actions, there is to be no regular University race this season, we are inclined to think that good may finally come from the evil, and that the unfortunate omission may ultimately result in placing the annual race upon a firmer footing than it has ever held before. In order to arrive at the best means for bringing this about, it will be necessary to understand the circumstances under which the two colleges have contested for the championship in previous years.

The First Race at Center Harbor, 1852.—As the author of "Four Years at Yale"—to whom we are indebted for the facts here offered—well remarks, "the history of the aquatic contests between Yale and Harvard may be appropriately divided into two periods: the first embracing the irregular trials of the nine years, 1852-60; the second, the seven University races of the successive years, 1864-70." The town of Center Harbor, on Lake Winnepiseogee, New Hampshire, was the place, and Tuesday, August 3, 1852, the time, of the initial trial. It was

between class or club boats existing in the two colleges, and not between the best general crews which each could produce. Yale sent up three crews, but one of them was ruled out, on account of pulling in a race-boat hired in New York. Harvard was with great difficulty persuaded to enter the race, and finally sent but a single boat, the Oneida, which won by two lengths, in a two-mile pull to the windward, up to the town from a stake-boat placed down the lake. The best of the Yale boats, which came in second, was the Halcyon, manned by the Shawmut crew of '53. All the expenses of the regatta were borne by the hotel keeper who invited the crews to the lake.

The Second Race, at Springfield, 1855.—The next meeting was on the Connecticut river, at Springfield, Saturday, July 21, 1855. Two weeks and a half before, July 4, the Yale Navy, in response to an invitation of the citizens, had held its annual regatta there, and, being disappointed in its expectation that Harvard would also take part, had sent the challenge which brought on the race. Yale entered the two 6-oared boats, Nereid and Nautilus; Harvard, the Y. Y., 4 oars, 32 feet, no coxswain, and Iris, 8 oars, 40 feet, with the same coxswain who steered the Oneida, three years before. Undine, 4 oars, was also present from Harvard, but was not entered. The course was three miles, half down the stream and back, and the actual times made were: Iris, 22m.; Y. Y., 22:47; Nereid, 24m., and Nautilus, 25m.; which the handicap of 11s. per oar, allowed the last three boats, would change to 22:3, 23:38, and 24:38, respectively. In the evening, three of Y. Y. crew and three Boston oarsmen rowed

over the course, in the Nereid, in 21:45, or in 15s. less than the winning 8-oared boat. The superiority of the Yale boat and of the Harvard oarsman were thus still further established.

The Disaster at Springfield, 1858.—Three years afterward came the proposition from Harvard for the establishment of a "union college regatta," to occur at stated intervals, either annual or otherwise, and be shared in by as many colleges as possible. In support of this plan, a meeting was held at New Haven, May 26, 1858, to which Harvard, Brown, Trinity and Yale each sent a delegate, while representatives of Dartmouth and Columbia were expected, but failed to appear. It was there voted: "That the regatta of that year be held on Friday, July 23, and that the place be Springfield, provided sufficient pecuniary inducements be offered by the citizens thereof; that at each regatta the time and place of holding the next one be determined; that none but academical undergraduates (including the graduating class) take part therein; that each college enter as many boats as it chose, and row them with or without coxswains; that the course be three statute miles in length, and that an allowance of 12s. per oar be given the smaller boats; that the position of the boats be determined by lot; that each college entering appoint an umpire, and the umpires a referee; and that a set of silk colors with suitable inscriptions be given the winning boat,—the cost of the same not to exceed \$25, and to be met by the entrance fees required of the contesting boats." The secretary was also instructed to invite other colleges to join the association, and take part in the coming and subsequent races. Six days before the time appointed for the race, Saturday night, July 17, 1858, while the Yale boat was taking a practice pull on the river at Springfield, a collision with another craft overturned it, and its stroke oarsman, George E. Dunham of '59, sank to the bottom and was drowned. This melancholy accident of course broke up the race, and the crews from Yale and Harvard—those from Brown and Trinity not having arrived—separated without making arrangements for any future contest.

Organization of Union College Regatta, 1859.—A meeting of delegates from the four colleges was held at Providence, February 23, following, and the arrangements of the year before were again adopted. It was also voted that the next regatta be held on July 22, following, either at Springfield or Worcester; but doubtless the sad recollections of the disaster at the former place induced a change of locality, for Lake Quinsigamond was ultimately selected, and all the University races have since been held there. It lies some two miles from the city of Worcester, and is, in round numbers, 40 miles from Cambridge and 120 miles from New Haven. There, on the afternoon of Tuesday, July

26, 1859, was held the first "union college regatta"; four boats from three colleges rowing over the three-mile course, half down the lake and return. Harvard won in 19:18; followed by Yale in 20:18; by Avon, of Harvard, in 21:13; and finally by Atalanta, of Brown University, in 24:40. One of the Yale crew, a *Lit.* editor of '60, writes as follows: "After getting clear of the Avon, which, through accident doubtless, fouled us, we came in about half way between the two Harvard boats, having the double satisfaction of seeing the colors which the Harvards won, and winning for our betting friends the sums which they had staked against the Avon. Meanwhile the Harvard crew assured us that, in spite of our short practice and the fouling, we had come in nearer to them than any other boat ever did. But on Wednesday, July 27, was the final race for prizes offered by the city. Only the Harvard entered against us, and after drawing the inside, we took position at 22 minutes past 2. The Harvard took the lead, but about a mile up we closed with her and passed her, her bow fouling our starboard oars. Getting clear by a peculiar manoeuvre of the coxswain, we rounded the stake-boat first. The Harvard, however, turned in splendid style, and lapped us before we started on the home stretch. Coming up abreast of us, for more than a mile the race was stern and stern, sometimes one leading a few inches and then the other, while the 10,000 spectators along the shore endeavored to add a degree of intensity to the excitement by cheers and shouts. But to see those red turbans beside us was all we could think of, and men shouted, 'Pull, Yale!' 'Pull, Harvard!' indifferently to us, for we hardly heard it. So down the lake we came, till a quarter of a mile from home, Harvard led a clear length, and our stroke, which had been, so they tell us, 48 to the minute, began to flag, but as the stroke oar called to us for final home spurt, we 'responded' (how, we cannot one of us tell), and pulled by Harvard, beating her a length and a half, 19:14 to 19:16,—bettering her time of the day before by 4 seconds, and our own by 64!" It should be noted that the terrific stroke, of forty-eight to *sixty* to the minute, kept up by the Yale crew in this race, was necessitated by the shortness of the oars, which, by a blunder of the builder, were only 10 1-2 feet long. Spite of this drawback, and spite of the foul, the time made was the fastest ever made in America to that date, and has never been equaled by a six-oared American crew, carrying an adult coxswain. The Gersh Banker of the Ward brothers, which next year made 18:37, was fully equipped, and carried a 40-pound boy for a coxswain.

Second and Last Trial of the Same, 1860.—This was Yale's first aquatic triumph, and next year, under its inspiration, each one of the three lower classes challenged the corresponding Harvard class to a trial of oars,

at the time of the "union college regatta," for which, of course, a University crew was also promised. The Harvard Juniors declined, while the two lower classes accepted the challenge. In the Freshman race, though the Glyuna of Yale was a much better boat than the Thetis of Harvard, the latter won, in 19:40 to the former's 20:20. In the Sophomore race, Harvard (Haidee) again won, in 20:17;—the Thulia of Yale giving up, just after turning the stake-boat, on account of the sudden illness of one of its crew. "Next came *the* race of the day. A rope had been stretched across the foot of the lake, and attached to it, at regular intervals, were small blocks of wood, against which the stern of every boat was to be placed before the start was made. The Harvard, the Yale, and the Brown had entered the list, and at the word 'Give way!' all got off in fine style. The Harvard, with a tremendous leap, shot ahead of the other two; the Yale pressed close after, while the Brown at once fell behind." These relative positions were kept to the end, the time being 18:53, 19:5, and 21:15. The Brunonians, with a boat that, though built specially for the occasion, was poor and almost feather weight, "showed their pluck by entering the race, and their judgment by backing the Harvard."

The Seven University Races, 1864-70.—This was the last ever heard of the "union college regatta,"—the single outside college that had been induced to take part in it having been twice hopelessly defeated,—and for the next three years there were no college races of any sort. The breaking out of the war probably had considerable to do with the interruption, and the vote of the Yale corporation, in 1860, that in future no Yale crew should engage in any outside races during term time, perhaps contributed to the same result. But in 1864 Yale organized a crew and sent a challenge up to Harvard, and the first regular University race was rowed. The seven annual races, counting from then to 1870, have resembled each other in the following respects: The course has been at Lake Quinsigamond, Worcester, one mile and a half down the lake, about a single turning stake, and back to the starting point—three miles in all; the time has been a Friday afternoon in July, the day after the Yale Commencement; the race has been the last thing of the day, being preceded by one or two "citizens' regattas" between crews from Worcester and elsewhere, and by the freshman or scientific race, if there was any; the boats have been six-oared shells, without coxswains, rowed by academical undergraduates, including members of the graduating class; the emblems of victory have been a pair of silken flags, one of blue, inscribed with the words, "College Regatta, Champion, University, Worcester," and the date—the other, an American ensign, on the six white stripes of

which the names of the victorious oarsmen were afterwards inscribed; the defeated party of one year has been the challenging party of the next year, and the challenged party has had the right of naming the place; each crew has appointed its judges and time-keepers, and the judges have chosen the referee; the cost of the flags has sometimes been borne equally by the competing crews, and sometimes by the citizens of Worcester, who have also presented gold medals to the winners of two or three of the races; the choice of position has been decided by chance, Yale drawing the inside in the first four races, and Harvard in the last three. The victor in the first two races was Yale; in the last five, Harvard,—though in the final one the flag was won on the claim of a foul,—and the times made were as follows, Yale's being first noted: 1864, July 29, 19:1 to 19:57; 1865, July 28, 17:42 1-2 to 18:9; 1866, July 27, 19:10 to 18:43; 1867, July 19, 19:25 1-2 to 18:13; 1868, July 24, 18:38 1-2 to 17:48 1-2; 1869, July 23, 18:11 to 18:2; 1870, July 22, 18:45 to 20:30.

Seven Minor Races of the "Second Period," 1864-70.—During this "second period" of seven years, seven other races were rowed between the two colleges, as follows, Yale's time being first noted: 1864, July 29, Sophomores of '66, 20:15 to 19:5; 1865, July 29, race for "citizens' prize" of \$200, between the two University crews (who in the University race of the day before had made 17:42 1-2 to 18:9), 19:5 to 19:20; 1866, July 27, Scientifics, 19:38 to 18:54; 1867, July 19, Freshmen of '70, 19:38 to 20:6; 1869, July 23, Freshmen of '72, 19:58 1-2 to 19:30; 1870, July 22, Freshmen of '73, 19:45 to 20; 1870, June 22, Scientifics, 20:10 to 22:33 1-2. This last race was rowed at Lake Saltonstall, near New Haven, and the Harvard crew were badly demoralized by hard travel and want of sleep. The other races were rowed at Quinsigamond. In the 1864 Sophomore race, one of the Yale crew gave out at the turning stake. The difference in the "times" of the two races of the University crews of '65, is explained by the change in weather, which on the first day was perfectly calm, and on the second was very rough and windy. In the 1870 Freshman race, the flags were won by the crew from Brown University, in 19:21. In 1868, the Yale Sophomores of '70 and Freshmen of '71, and in 1871, the Yale Freshmen of '74, rejected challenges from the corresponding clubs of Harvard.

Summary of the Twenty-One Races.—Reducing what has been said to a summary, it appears that there have been in all twenty-one distinct races between Yale and Harvard,—taking place in eleven of the nineteen years between 1852 and 1870,—and that seven of them have been won by Yale and fourteen by Harvard. The list is made up as follows: Two club races, 1852 and 1855, both won by Harvard; two "union college regattas," 1859 and 1860, in both of which the

order was Harvard, Yale, (*longo intervallo*) Brown; two "citizens' regattas," 1859 and 1865, between the University crews, both won by Yale; two Sophomore races, '62 in 1860, and '66 in 1864, both won by Harvard; four Freshman races, '63 in 1860, '70 in 1867, '72 in 1869, and '73 in 1870, two won by Yale and two by Harvard; two Scientific races, 1866 and 1870, the first won by Harvard—the second by Yale; and finally, seven University races, 1864-70, the first two won by Yale, the last five by Harvard.

How They Have Been Managed.—It is seen, therefore, that the boating spirit and the interest in these races have constantly increased, and have been most intense and wide-spread in the latest years; but that, spite of the enlarged importance of the pastime, and its nearer approach to a strictly scientific basis, it has been under a rather ill-defined and traditional management. The first two races, of 1852 and 1855, were haphazard, off-hand trials between various club crews of the two colleges, using various sorts of barges, carrying various numbers of oars. The next two, of 1859 and 1860, were an improvement upon these, and were under a set of formal regulations. The boats were six-oared shells, built for the occasion, and manned by the best representative oarsmen of the two colleges. Still, in the former race Harvard entered a second boat, and in the latter race rowed without a coxswain, though Yale carried one; while a third contestant, Brown, appeared on both occasions. The seven University races, 1864-70, and the seven class or special races in connection with them, have all been under a sort of traditional management, though pretending to pay a kind of shadowy obedience to the rules of the convention of 1859.

Chance for Opening a New Period.—Strictly, the latter, under the changed circumstances of the case, have long been obsolete. Had the fact been formerly recognized by the adoption of definite "rules for the University race" the hiatus of this year would probably never have occurred; but, as it has occurred, if the good opportunity thereby offered for the adoption of such rules be taken advantage of, the event may in time be considered a fortunate one for all concerned. Admitting—what many, for some years past, have claimed—that a reorganization and "new departure" were inevitable, it would certainly seem best that the same be radical and complete, when made; and the breaking off of this year's race leaves the way clear for the definite commencement of a new, third, "period" in boating matters.

How Yale's Desire for a Straight Race grew into a Demand.—Ever since the defeat of their University crew in 1866, the Yale men have desired that Worcester should be abandoned, in favor of some course where a "straight-away," three-mile race would be possible, without turning stakes of any sort. At first they were inclined to favor the old

course at Springfield, but latterly the river at New London has seemed to be the most desirable place for a straight pull; and in the spring of 1870 a committee induced some Harvard representatives to meet them there and inspect its advantages. But Harvard, though admitting that much could be said in favor of a straight race at New London, insisted, as in the three previous years, upon exercising its "right as champion," to name the old doubled mile and-a-half course on the lake at Worcester. But after the foulings and brow-beatings and knock-downs and contradictory "decisions," which attended the races of 1870, it became so evident that Yale oarsmen could never more hope for fair play or fair treatment at Worcester, that even the newspapers called upon them never to row there again, and the members of the crew pledged one another never to row there again, and the college voted unanimously that they never *should* row there again, come what would. Then came the challenge of December 10, for "a 6 oared, 3-mile, straight race, on any course which Harvard might select;" and finally the letter of May 17, rejecting it, but admitting its justice by offering to "row a three-mile-straight race with Yale in the general regatta of American colleges,"—which had in the meantime been instituted by Harvard. And at last,—when the fact was realized that Yale was not to be bullied into the general regatta, and that without its presence the "grand national boat race" was likely to be little else than a grand fizzle, and that the odium of breaking up the usual University race would be likely to fall on the proper shoulders,—came Harvard's sudden whirl-about, and change of base, and offer to row Yale a fair and square race, at any time and place and under any possible conditions that might be agreeable. Though this eleventh-hour repentance came too late to be available this year, we accept it as a hopeful sign of the future; and shall show, next week, how that it may be made useful in paving the way for the "new departure," which we then propose to mark out at length.

L. H. B.

[From the College Courant, July 8.]

THE FUTURE.

Outline of the Previous Remarks.—Last week, in rehearsing at length the history of past aquatic contests, we showed that in 1852 and 1855 the races were improvised, off-hand affairs, between miscellaneous club-boats; that in 1859 and 1860, under the formal rules of a "union college regatta," a third college (Brown) entered, only to be hopelessly defeated; that from 1864 to 1870 seven University races—and in connection with them a like number of class races—were rowed, over a doubled, mile-and-a-half-and-turn-about course, at Worcester, under a sort of traditional obedience to the rules adopted in 1859; that ever since the defeat

of 1866 Yale has desired a "straight-away" race, and was led by the events of 1870 to change this desire to a command; that Harvard admitted the justice of the demand by arranging a general college regatta over a straight course, but rejected Yale's challenge with the idea of thus forcing Yale into that regatta; that, when Yale had refused to enter it, and had disbanded its crew, Harvard reconsidered its former action, and accepted the challenge without reservation; and finally, that this repentance, though coming too late to be of avail this year, offered good reason for believing that the long inevitable "new departure" could now be made, and the University race, from 1872 onwards, be established as a permanent institution.

The Two Conditions of a Successful Race.

—In order to place the University race upon a successful basis, and make it approach in some slight way to a national spectacle, which many people in all stations of life will take pains to witness, and which nearly everybody will have an interest in,—in order, that is, that it may have some little analogy to the University race in England, two conditions are indispensable. The one is that the course should be such as to afford the contestants an opportunity for doing their best, without danger of collisions; the other is that the locality should be easy of approach, and the course itself be immediately accessible throughout its whole extent, allowing the spectators on shore to follow alongside the boats from the start to the finish, and witness from close quarters the progress of the entire race.

The Old Course at Worcester a Bad One.—Lake Quinsigamond at Worcester fulfils neither of these conditions. In the first place, the rowers cannot do their best, because the course is a doubled one, and turning about consumes many seconds of time; and if both boats round a single stake—which, as a matter of fact, has been the invariable practice hitherto—the choice of the "inside" position is worth at least five seconds of time; that is to say, the result of the race depends largely upon chance and upon skill in making the turn, instead of upon good rowing alone. But the course, short as it is, is not a straight one, for the stake-boat cannot be seen from the starting-point, and a boat which hugs the shore at all in its endeavors to follow a straight line is likely to suffer from shallow water. Foulings of some sort have occurred—more than once, in several instances—in 5 out of the 18 races which the two colleges have contested upon this lake. But, in the second place, as regards the spectators, the locality is difficult of approach, and the course is only at two or three points accessible. Most of the visitors must approach the town either by way of Springfield on the west or Boston on the east; and Yale graduates in New York—which city contains a very large number of

them, and of late years an increasing number of Harvard men also—must give up the better part of two days' time, if they desire to attend the race. The lake, being two or three miles from the railway station in the city, must be approached by private conveyance, at great expense of money; or by public omnibus, at great expense of cleanliness and comfort; or by special railway trains, which leave the excursionist at the top of a high hill, half a mile from the scene of excitement, whither he must pick his way on foot, over stony pastures and sandy potato fields. Reaching the lake at last, he can sit with the rabble upon the dusty causeway, where the start and finish can be viewed at close quarters, and the first and last part of the race be witnessed at a distance; or he can, on payment of fifty cents, go up to the "grand stand" on "regatta point," 600 feet further ahead, and stand there—if particularly lucky, sit there—among the collegians, and the "beauty and fashion" of the city; or he can wend his way through the woody swamps to some projecting point still further up the lake; or he can paddle about in a scow, or ride in the little side-wheel steamer, in the intervals between the races. But the return is always made to the city too late for departure on the early evening trains, so that the visitor is obliged to content himself with a "Worcester supper," and to wait till ten o'clock before starting off on his night ride homeward,—supposing, of course, that he prefers this to the more disagreeable alternative of a night's lodging at the Bay State House.

The New Course above Springfield an Undesirable One.—The "Ingleside" course on the

Connecticut river, where the "grand national college regatta" of the "rowing association of American colleges" is to be held on July 21 (in which regatta the contestants will be crews from Harvard and Brown, and possibly also from the polytechnic institute at Troy and the agricultural college at Amherst), is in one of the required conditions superior, and in the other inferior, to the course on Quinsigamond lake. It necessitates no turning about of the boats, but allows a down-stream, three-mile race. The course, however, though "straightaway," is not straight,—as, two miles from the starting point, the river bends around to the east,—and it is practically not much broader than the one at Worcester, on account of shallows and sand-bars. But, so far as facilities for witnessing the race are concerned, a worse course could not easily have been chosen. At no point does the railway on the east side come within sight of it, and at only one point—for about a quarter of a mile, in the vicinity of the Ingleside hotel—does the carriage road on the west side approach within 400 feet of the river. The hotel itself stands back about 1000 feet from the stream, on the brow of a high hill, and in full view of about four miles of the river's course.

From the verandas and balconies of the hotel, and from the summit of the hill, therefore, the entire race could be witnessed ; but the contestants would be reduced to microscopic proportions, and a boat-race sighted at long range, even with the aid of a telescope, is not a particularly exciting spectacle. The start would be made a little below Willimansett,—which is the second railway station north of Springfield, and is about a mile above Ingleside itself,—and would end a few hundred feet above Chicopee station, the first one north of Springfield. A ferryboat, worked with wires, crosses the water near the starting, and a bridge, with open footpath and inner driveway, crosses it near the finishing point of the race. Excursion trains would leave from Springfield, stopping at the bridge below and the ferry above Ingleside, and those who did not ride out to the hotel, in omnibus or private conveyance hired for the occasion, would have to adopt one of two alternatives : they could go up on the train to the second station, there cross on the ferry, witness the start from the river's bank, and then scramble up to the top of the hill, and watch the rest of the race ; or they could seat themselves on the Chicopee bridge, and see the final mile of the race, which would come to its end a few hundred feet above them. Even with the aid of a very swift horse, it would not be possible for a person who witnessed the start at Ingleside to drive down in season to witness the finish near the Chicopee bridge, aside from the fact that for almost his entire drive he would be out of sight of the boats ; and the scheme of following up the race with steam tugs, carrying several hundred spectators, would be rendered impracticable, from the fact that no such boats are ever used so far inland, and that none could be built or brought there without great expense. We are induced to believe, also, that the water would be too shallow for boats of this class, though the miniature tugs owned by the hotel, which would be used to accommodate the judges and reporters in following the race along, seem to ply about in the vicinity without much difficulty.

The Regular Springfield Course a Good One.—We next come to the old course at Springfield, where so many successful aquatic contests have occurred, where the second college race between Yale and Harvard was rowed, July 21, 1855, and where we have no doubt that all the races since then would have taken place except for the drowning of Yale's bow-oar in 1858, which disaster first induced the collegians to go to Worcester. In both the conditions which we are considering, it evidently surpasses the proposed course at Ingleside, and consequently is incomparably superior to the old one at Quinsigamond lake. At Springfield the river is broader and deeper than six miles above, and the bend which it makes to the

west, a mile and a half below the bridge, where the boats would probably start, is hardly more important than the bend made to the east by the Ingleside course. The city is 100 miles from Boston, 140 miles from New York, and 60 miles from New Haven, and a dozen railway trains from each of the four points of the compass arrive at and depart from it daily. Without walking more than 100 rods from the station, the visitor could place himself upon the bridge, or "grand stand" near by, and witness at close quarters the start, and from a distance the first half of the race. Otherwise, he could betake himself,—by omnibus, private carriage, or on foot,—to "the bend," where the highway meets the river, and there, either at the water's edge, or on the high hills which rise near by, could witness from a distance the entire race. On the opposite (west) bank, for the last half mile, a carriage road runs alongside the water ; though the circumstance would be of advantage only to the country people dwelling in the vicinity. But the railway follows close beside the water for more than two miles of the course, and trains of open cars could be run, starting with the boats at the bridge, and stopping at the point where the track diverges from the river, in order to let the crowd leap off and rush along through the fields beside the bank, for the last half mile or so of the race. This would be no doubt the best and most exciting way of enjoying the spectacle, and would create a more intense interest and enthusiasm than has attended any previous race. If, however, the crews should decide to row *up* stream, and finish at the bridge,—where an immense concourse would be assembled, on account of the little trouble with which the place could be reached,—and the train should run as before, its hundreds of passengers could see at close quarters all but the least important part of the race, and could be on hand to join the waiting multitude in rending the air with shouts, at the close of the contest. The city, furthermore, has some excellent hotels and restaurants ; and the "Springfield Club" is a wide-awake organization, made up of the leading young men in the city, and having for one of its chief objects the encouragement of athletic sports.

The New London Course the Best.—But the course which best fulfills the two conditions for a successful University race is undoubtedly that on the Thames river at New London. Straight as an arrow, for more than three miles ; with a width at its narrowest place of a quarter of a mile, between six-foot soundings ; having a railroad close beside for its entire length on the western shore ; and a carriage road leading over the Groton hills on the eastern one ;—the course on the Thames offers every advantage that could well be asked for, either by the rowers or the spectators. The tides there rise and fall but two and a half feet, the current runs at a rate of less than a mile an hour, and

there is scarcely more danger from eddies or whirlpools than on Lake Quinsigamond itself. The locality is about 100 miles from Boston, 120 from New York, 50 from New Haven, 60 from Providence and 90 from Amherst, and is approached by railways from the north, east and west, and by two lines of steamers from New York. If thought advisable, a fleet of steam tugs could be easily collected, to follow after the competing boats, and afford several thousand people an opportunity of watching them at a little closer quarters than would be possible for the multitude on the trains moving along the shore. In the bays and indentations of the shore, also, could be anchored the long lines of yachts and sail boats which would be attracted to the spectacle from New Haven, New York and other places along the coast. As the current is too sluggish to be of any importance, the course would no doubt be an up-stream one, finishing at Winthrop's Point, where a band of music could be stationed, and a "grand stand" erected, from which those who preferred a comfortable seat to a stand-up ride on boat or rail-car, could watch the approaching boats from the start, three miles away, to the finish, close by,—provided their eyes or telescopes were equal to the occasion. Here, too, at the final exciting moment, the immense crowds from the trains and boats, with the stationary watchers on shore, would all be rallied together, to welcome the victors with a more enthusiastic burst of applause than has ever yet gone up to the skies on any similar occasion in America.

The Question of Hotels.—In the face of all these considerations, which must count overwhelmingly in its favor, the only objections ever advanced against New London, are the facts that it is a "sleepy old town," whose citizens are entirely devoid of enterprise, and that it possesses no hotels entitled to be called first-class. Passing by the first as a thing not yet decisively proved, we propose to show that the second objection is in reality one the strongest of the minor arguments that can be advanced in favor of making the city the scene of the University race. College racing has been quite long enough conducted in subserviency to the interests of hotel keepers, and we insist that it is high time for the parties concerned to put an end to it. The original race of 1852 was an avowed advertisement for mine host at Center Harbor, who agreed to pay all the expenses of the contestants, in consideration of the extra profits to be derived from the additional visitors whom their three days' presence would attract to his hostelry; and the most reasonable explanation of the strange choice made by the "rowing association of American colleges" (of the unknown and unapproachable Ingleside course, instead of the reputable and accessible course at Springfield), for the "grand national college regatta" of 1871, seems to lie in the

desire that the enterprising owner of a very excellent country hotel should be presented with a sort of complimentary testimonial as a reward for previous success in entertaining his guests. It is also to be noted that—as the "Springfield Club," after having offered prizes "valued at" \$1100 for the "grand national college regatta" (between Harvard and Brown), have thought best to back up the enterprise by offering \$550 in money and thereby instituting a regatta between professional oarsmen of Boston and New York, upon the previous day; and as the champion race between the *Atalantas* (who, on Monday next, row on Lake Saltonstall against the Yale Sophomores of '73) and the Harvards is appointed for the 18th,—the hotel keepers of the city and its suburbs are evidently hoping, by a four days' detention of many of the visitors, to reap a rich harvest from "the races." As for Worcester, the plan adopted for the first four years was to have a second day given up to a "citizens' regatta," in which the college crews of the day before could also contest and attempt to gain back or add to their laurels; and from 1866 onwards to have the "citizens' races" precede those of the colleges and delay the latter to so late an hour that the spectators would be unable to get away from Worcester on the early evening trains.

No Necessity of "Making a Night of It."—Now, we cry out against this sort of imposition being submitted to any longer, and most earnestly call upon the college men, at the very outset of the "new departure," to rid themselves completely of the traditional idea that, for the complete enjoyment of a University race, a night must be spent in the locality where it is rowed. The time of holding "regatta balls," with their absurd if not indecent flummery; of making night hideous by lamp smashing, yelling and rowdyism; of "getting even" with extortionate hotel keepers, by breaking their windows, crockery and furniture, and sacking their wine closets: of indicating the "mutual good feeling" between victor and vanquished, by a general drunken orgy, lasting till day-break,—all this, as we trust, has gone by forever. Henceforth, the contestants and the spectators who are their partisans must "mean business" simply—the former going in to win and the latter to see them do it. Henceforth, it ought to be possible for New York and Boston, and any nearer locality, to witness the race, with the expenditure of but a single day in time, and of nothing whatever in money upon the local landlords. Henceforth, the spectacle should be over so early that the setting in of darkness would find upon the scene of it no more than a hundred of the thousands drawn there by its attractions. Henceforth, New London—the dead old town of sleepy and unenterprising citizens—New London on the Thames, 14 miles from Norwich, 50

from New Haven, 60 from Providence,—three cities with good hotels galore,—should be the scene of the University race!

Laying out an Immovable Course.—Supposing the locality agreed upon and a convention of Yale and Harvard boatmen assembled there, to decide upon the arrangements for establishing a permanent annual University race, we would respectfully beg leave to suggest to them the following considerations: As the length of a “three mile course” is apt to vary, not only in different localities but in the same locality where the boundary lines are indicated only by buoys anchored in the water, the comparison of “times” made on different courses, or in different years on the same course,—not even taking into consideration the difference of wind or weather,—is of little avail. Hence, to secure accuracy and stability in the new course, it should be laid out carefully by a reliable surveyor, and defined by immovable bounds on the shore. If granite posts, eight or ten inches square and three or four feet high, were planted close beside the shore on each side of the river, the positions of buoys would be invariable. Posts should be set in this way to mark every mile up to three (and perhaps up to six, in anticipation of future changes in racing).

The Champion Flags.—The champion flag should be a large affair of silk (perhaps the two college colors of red and blue might be tastefully combined in it); intended to serve for ten years, or perhaps in the first case for eight years, in order to end an even decade; inscribed on one side: “Harvard-Yale University Race—Three Miles, Straight Course—Thames River, New London, 1872-79; and on the other; “Record of Championship” and “I. 1872,” “II. 1873,” etc., in successive lines, down to “VIII. 1879,” at the bottom,—after each race the victorious college to fill out the blank line of that year, by inscribing its name, the date, and the “times” of the two boats. It could be agreed upon in advance that at the end of the eighth race either the flag should become the property of the last winner, or of the winner of the majority of the eight races, or should be joined with the similar flag of the second decade, 1880-89, and share its fortunes, by being kept each year in the hands of the victorious party, as before. We ourselves think the latter the preferable plan. But besides this champion flag there should be each year presented to the winning crew a silken American ensign, on whose six white stripes their names could be afterwards inscribed, with the date and “times” made. This alone, would serve as a permanent trophy.

The Time of the Race fixed without Challenges.—So long as the faculty refuse to allow the Yale men to enter a race of this sort in term time, the day after the Commencement of that college will be the earliest opportunity for rowing it; and as the Harvard term ends a fortnight earlier, and its crew

cannot reasonably be asked to sacrifice a larger portion of their vacation, that day (the second Friday in July) might as well be settled upon as the time of the trial. Eight weeks beforehand, if agreed in the convention, each college should notify the other of its definite intention to enter the contest; and four weeks beforehand, the representatives of both crews should meet together and perfect the final arrangements therefor, appoint the two judges, who should choose the referee, and so on. In this way the necessity of sending challenges would be dispensed with altogether. In case one college notified the other that it would not enter, that other should be entitled to the champion flags of the year, simply by rowing over the course on the appointed day. Cyphers should then be inscribed on the “record of championship,” in place of the “time” of the missing boat. Should neither party row over the course, a double stripe of gilt might be made to fill the “record” blank of that year, while the flag itself should be kept by the last year’s victor. Were the necessity of a night’s stay away from New Haven avoided, it is possible that the Yale faculty might ultimately allow the race to be rowed in term time.

College Races Encouraged; None Others Allowed.—Efforts should be made to secure, every year, one or two class or special races between the two colleges, in 6-oared shells, and also races in single or double wherries, between representative oarsmen picked from some special class or department, or from the university as a whole,—two boats only being allowed in any single race. Every inducement should also be offered to persuade crews of other colleges to row races with one another at this same time and place, under such conditions as any pair of them might agree upon. But as for amateur crews, and professional oarsmen, and “citizens’ regattas” of any sort,—no such nonsense should be for a moment tolerated. The races should be rowed exclusively by college men, should be confined to a single day, beginning in the forenoon if necessary, and should end up at not later than four in the afternoon with the University race between Harvard and Yale.

Money Wanted to Pay Expenses, Not as Prizes for the Winners.—No winning boat should be allowed to receive any other prize than the the champion flag. The races being rowed for glory simply, cups, medals and plate, “valued at” a certain amount, as well as money itself, should be resolutely ruled out. The convention should insist that whatever “encouragement” might be offered by the citizens should be in the form of hard cash, divided equally between the two crews in any given race, and devoted by them to defraying in part their really enormous expenses. Supposing that New London should offer \$1,000 for the University crews, Yale and Harvard, each receiving

half of it, might be enabled to pay something like a third of their expenses in the race. Likewise the Freshmen or any other class crew, or wherry oarsmen in the two colleges, might ask the New London people in advance exactly how much "encouragement" they would be willing to offer them in any given year. So, too, Brown and Amherst, or any other pair of colleges, might send in proposals asking how much would be offered *them*; and, from the answer given, decide whether or not they could afford to make up a race. The point that we insist upon is, that each pair of contesting crews should join together in equally meeting the general expenses, of flags, etc., and should individually pay every penny of its own special debts, be they great or small; and that if the citizens wish to aid in the sport they should give to each party an equal and definite amount of money, the larger the better, regardless of the final result of the race. If the citizens raise no money by subscription for the purpose, they ought at least to surrender the profits derived from the excursion trains and tug-boats which follow up the race; and if they will not do this, the two University crews ought to appoint an agent to manage the matter, and themselves distribute the proceeds in fair proportion among the competing boats. We have only to say, touching the rules to be adopted by the convention in regard to "starting" and "fouling," that though it would seem that the latter misfortune, on the proposed course, were well nigh impossible, yet provision should be made against giving the race to any boat which comes in second, so long as the first, when under charge of foul, is willing to row the race over again.

Boat Racing in the Smaller Colleges.—It will be observed that we have thus far in our remarks ignored, for the most part, the smaller colleges; and as the events of the past few months have tended to throw a good deal of dust in the popular eye, whenever it has been turned towards this matter, we suppose it is best, before concluding, to explain at length our reasons for doing so. First, then, we may say that boat racing is a plant of slow growth; a very elaborately formed and very expensively nurtured plant; the superlative achievement, the bright consummate flower of college athletic sports. After existing for about thirty years at Yale and Harvard, it has at last—though only recently—become well systematized, and made to approximate somewhat closely to a scientific basis. With six hundred or more members in its boat club, each of the two colleges finds all its energies required for the annual production of a creditable University crew of six, and has no extra material to spare for class or special races after Freshman year. Now, when Harvard and Yale—with more men and money, with better facilities and conveniences, and with over a quarter of a century's experience, on their side—are

put to their trumps in this way, what reasonable hope can the smaller colleges, whose boating began or was revived at the time of the International race, have of successfully competing with them? It is because we desire to increase rather than to diminish their aquatic enthusiasm, that we would impress upon them the hopelessness of contending directly with the two leading colleges. We do not say that it would be impossible ever to vanquish the latter, for under exceptional circumstances a small college might find itself possessed of a crew of athletes and a mint of money wherewith to back them up; but we do say that, in the ordinary course of events, such an institution cannot hope to row, with either Yale or Harvard, a race close enough to be interesting.

The Cost of University Boat Racing.—The whole thing simply resolves itself into a matter of figures, and the figures so far as Yale is concerned, are these: The annual expenses of the general boating organization are about \$2,000, and of the five clubs—one from each academical class, and one from the Scientific School—which compose it, as much more. This total of about \$4,000 implies an average tax of about \$6 on each of the six hundred men. Of late years, too, the University race can hardly have failed of costing the contestants \$1,500 each, and the race of 1870 cost the Yale crew more than \$2,000. Of this amount \$850 went for their board, \$50 for their uniforms, \$125 for their traveling expenses, \$225 for their trainer, \$400 for the boat in which the race was rowed, including its equipment and transportation; and \$400 for two other boats used in training. This was, to be sure, for several reasons, an unusually expensive year, but \$1,500 may be set as the lowest estimate on which a six-oared shell crew can safely venture into a University race. It should also be borne in mind that Yale holds, free from debt, a \$3,000 boat house, and has a prize-money income of \$550, accruing to it each year from outside sources. The advantages possessed by the Harvard club are even greater, but its expenses are probably about as large as at Yale. In view of these facts, we think it plain enough that the two oldest, largest and richest colleges are the only ones that can be certainly relied upon to produce an uninterrupted series of University crews, year after year; and that, in the long run, no other college crews can successfully contend against them. It is rather amusing, too, to those who understand the difficulty of maintaining a University crew, to hear the cries of perplexity and disappointment arising from the colleges now going through their first experience in aquatics, over the "sudden disablement of the boat," or the "unexpected sickness" of this or that oarsman, or the "bad effects of favoritism and politics,"—as if all these things were not a part of the game, to be

accepted and provided for in advance, as matters of course.

How the General College Races should be Managed.—The propriety of allowing only two colleges to contest in any single boat race seems to us so plain, that we shall not try to establish it by argument; and, if this be taken for granted, no one can deny—quite aside from their assumed superiority in the pastime—that Harvard and Yale should row with each other, in preference to other colleges, and that they also, by virtue of their positions as originators of the custom, 20 years ago, should take the initiative in making preparations for a University race, and inviting the younger colleges to appoint races with one another for the same time and place. We can think of at least seven pairs of colleges which might possibly, in one year or another, be induced to row together on the Thames course at New London, on the day of the University race. These are: Brown and Amherst, Dartmouth and Bowdoin, Princeton and Columbia, Williams and Cornell, Rutgers and Lafayette, Trinity and Wesleyan, Troy Polytechnic and Amherst Agricultural. We have grouped the names together somewhat carelessly, according to a vague idea to their being either about on a par in number of students or aquatic facilities, or else related in locality; but of course the arrangement of pairs could be changed in any way that might seem good,—the object aimed at being to have two colleges which would row closely together, choose one another for contestants and renew the struggle annually, after the Yale and Harvard fashion. It seems to us that this project must commend itself to the good judgment of every one. It allows each pair of colleges to arrange the sort of race best suited to them. One pair, for example, might contest in a wherry race, single or double; another in a barge race of four, six or eight oars; another in a shell or gig race, and so on; and the distance rowed might be one, two, three or four miles, as seemed best. Thus, many a college which could not afford to purchase an expensive 6-oared shell of the latest design, in order to row therein a hopeless race against Yale or Harvard, might be tempted into a friendly measuring of the oars with a rival of about its own size and aquatic strength, knowing that its exhibition of muscle, under the auspices of the University race, would be viewed with approbation and interest by the assembled multitudes, who, if the same formed a part of that race, would look on with pity and contempt. So, too, the champion flags could be made of the “colors” of the two competing colleges, as suggested in the case of the University race, and both be renewed each year, as those have been hitherto. Thus,—while the complications, liable to attend any race in which there are more than two contestants, would all be avoided,—if it should happen that one of the younger colleges in a 6-oared shell

race made better time than either Yale or Harvard, it would be sure to receive all the glory due the achievement; while if it fell far behind them in time, the fact, not being evident to the eye, would attract no attention or ridicule.

Scientific Undergraduates on the University Crew of Yale?—Returning once more to the University race between Yale and Harvard, and considering the material allowed in making up the crews, these things are to be thought of: Hitherto academical undergraduates alone have been admitted to the crew, partly because the number of them in the two colleges has been almost equal (Yale being slightly ahead until recently), while the professional-school students at Cambridge have far outnumbered those of New Haven; but chiefly because the looser discipline of the schools would give opportunity to amateur or professional oarsmen, by keeping up the pretense of a connection with them, to get places upon the crew, and thus in time degrade the character of the races. Latterly, however, the two colleges have started off on different policies,—Harvard allowing “scientific courses” and “elective studies” in its academical curriculum, and Yale establishing a three years’ undergraduate course in its Scientific School for those desiring to adopt the “new education.” It appears probable, too, that for the next eight years or so, Harvard’s academical Freshmen will number 200, to Yale’s 150 academical and 25 scientific Freshmen. Hence, it would seem no more than fair if Harvard, restricting its own choice as at present, should allow Yale to pick its University six from among the two species of undergraduates,—the graduate and special students of the Scientific School being of course ruled out as before. However, until the scientific undergraduate course is extended over four years, and the disparity between the academical classes in the two colleges becomes greater than now, it will hardly be worth Yale’s while to insist at all upon the point, if Harvard objects in the least to yielding it.

Concluding Appeal.—So much for our plan of conducting the aquatic contests between Yale and Harvard, and American colleges generally, in future years. We trust it will be fairly considered, and win a verdict on its own merits from the two parties to whom it is specially addressed. Both of them, we feel sure, are willing to forget the past, and begin next year a “new departure” in rowing matters, by organizing a system which shall ensure an annual fair and square University race. It has been our most earnest endeavor, in suggesting such a one, to speak honestly and without prejudice. We know that the appearance of our remarks in this present journal will not tend to recommend them unduly to the oarsmen of Yale; we hope that their appearance here will not of itself ensure their condemnation by the oarsmen of Harvard.

L. H. B.

The cost of printing and distributing 500 copies of this pamphlet (which contains an amount of matter equivalent to that of an ordinary 12mo book of 100 pages) has proved to be over \$150, while the receipts from sales, etc., have been but \$30.

The facts that the canvass for subscriptions, being made in the midst of examinations, was very incomplete; that the day of publication (July 12) was when many of the undergraduates had either left town or were taken up with more important matters; and that the character and object of the compilation were not rightly understood, doubtless combined to bring about this—for me—unfortunate result.

In order, therefore, that my time and money may not be entirely wasted, I have decided to send through the mail, gratuitously, the greater part of the edition,—addressing the copies chiefly to Yale undergraduates,—and to rely upon voluntary contributions for the making up, in part at least, of my pecuniary losses.

Accordingly, if you find the pamphlet of any value to you on its own account, or approve of the motive which led me to issue it, or think that its general circulation will tend to put college boating on a better basis, I should like to have you send me either the price named upon its cover, or any larger or smaller sum which you may feel disposed to contribute. If you are a subscriber, I trust you will at least remit the amount originally agreed upon,—whether 40 cts., 75 cts., or \$1,—and in the latter case claim the additional copy or copies due you.

If you have previously purchased the work, or if you do not care to keep the copy sent you, I would like to have you hand it to some one whom it would interest; and if you desire any additional copies, either for yourself or others, I shall be glad to forward the same to any address, without expecting any additional money contribution in return. If you are a boating man, or particularly interested in boating matters, I should be pleased to learn your opinion of the plan proposed in the pamphlet for conducting college races hereafter.

All remittances and communications should be addressed to

LYMAN H. BAGG,
West Springfield, Mass.

Aug. 1, 1871.

This year's college races, on the Connecticut river, several miles above Springfield, were a wretched fizzle, and attracted hardly more than 2,000 spectators, all told,—500 being the largest number at any single rendezvous. The course was three miles, down stream with the current. Wednesday night, July 13, the Atlantas beat the Harvards, 18.19½ to 19.22½,—63 seconds; while at the Saltonstall race of July 10 they beat the Yale Sophomores ('73) by only 9 seconds,—19.6½ to 19.15½. This was, therefore, a victory for Yale, in comparative time of 54 seconds, and even of absolute time, of 7 seconds, spite of the turning stake! Friday, July 21, in the "grand national college regatta" of the "rowing association of American colleges" (15 of the 18 rowers being Massachusetts men), the Amherst Agriculturals won, in 17.46½, followed by the Harvards, in 18.28½, and the Browns in 18.47½. Five days after the race, the time-keepers announced that, by a mistake in subtraction, they had added a minute to the times of each crew, and that the real times were therefore 16.46½, 17.28½ and 17.47½. The *New Haven College Courant* of July 29 devoted eleven columns to reports and comments of the doings of "regatta week."

For my own part, I hope that the Yale Boat Club, at the opening of the new college year, will ask Harvard to meet in convention at New London, for the purpose of establishing there a permanent annual University race between the two colleges; if this is refused, then challenge Harvard for a straight-away, three-mile race at New London, Friday, July 13, 1872; and if this is also refused, then challenge the Amherst Agriculturals for a similar race, on the same day, either at New London or Springfield. Yale will thus be certain of securing a good race of some sort, without becoming involved in the absurd and unwieldy "rowing association of American colleges," of which Harvard is already so heartily sick.

L. H. B.

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